VOLUME V NUMBER 18

May 30, 1968

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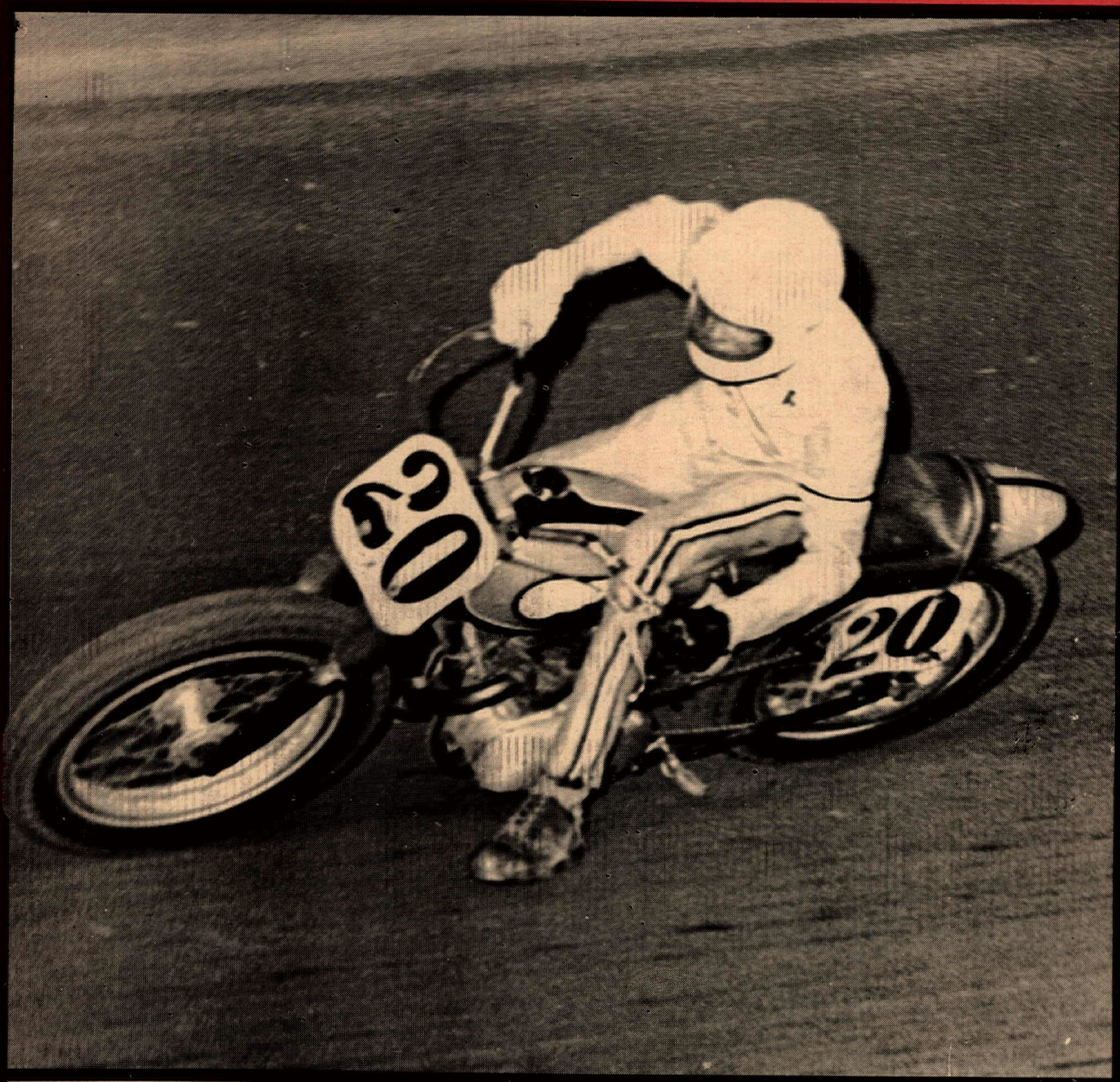
ASCOT'S NEW SEASON

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS WEST



CASTAIC MOTO - CROSS — ATLANTA SHORT TRACK
SILVER STATE CLASSIC — — TWO ROAD RACES
TRI - STATE SCRAMBLES

On his way to four victories in a row at the Ascot half-mile, Amateur #20x Tommy Rockwood displays smooth style and form aboard Joe Dudek's Triumph. Only unbeaten rider on the Gardena, Calif. oval this season, Rockwood did the deed this time with a badly-burned hand. — Photo by Dennis Greene.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

MAY 19 – 13 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Richmond MC. Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.–Entries from AMA or District Referee. Entries close April 28.

MAY 19 – HARE & HOUND

NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah–Entries from AMA or promoting club.

MAY 26 – 12 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Pa.–Reading fairgrounds–Entries from AMA or District Referee. Entries closes May 5.

MAY 26 – 250 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209–Entries from AMA or promoting club.

JUNE 2 – 5 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich. –Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL

CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

EVERY WEDNESDAY NIGHT

ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT

AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Gates open at 6 p.m. Signup 6:30-7:30 p.m., practice 7-7:45 p.m., first race 8 p.m. 100cc, 200cc, 250cc, AMA sanc. Adm. $2.00 ride or watch. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. near Adelanto, Calif. 0-250cc 10:30 a.m., big bikes a[illegible] a.m. Admission $1.25 [illegible]on, $2.00 entry fee. Class [illegible]ober. Call (213) 861-5189 for further info.

TEMPORARILY CLOSED – RE-OPEN TO RACE JUNE 2

MAY 12, 19 & 26th

AMA TT SCRAMBLES by Shasta M.C., all classes. Smooth TT track, practice & signup 10 a.m. til noon, first race 1 p.m. Location: Take Business Loop, Interstate 5, between Redding & Anderson, Cal. Turn west on Happy Valley Rd., follow sign to track. For more info call (916) 241-4008.

SUNDAY, MAY 12th

AMA SPORTSMAN HILLCLIMB by San Jose Dons M.C. at Morgan Hill, Calif. Location: Hall's Ranch at Uvas Dam. Adm. $1.50, 200cc & up, lightweights start at 11:30 a.m.

SUNDAY, MAY 12th

SPORTSMAN RACES by Oregon Sportcycle M.C. at Benton Lane Speedway, on Hwy. 99 West, about 5 mi. past Junction City, Ore. Powder Puff included with all Sportsman events. 1 p.m. start. Write Oregon Sportcycle, 1440 S. "A", Springfield, Ore. for more info.

POKER RUN by No. Cal. Motor Maids at Lodi Cycle Bowl, Lodi, Cal. has been CANCELLED.

MOTHERS DAY SCRAMBLES presented by the Powder Puff Assn. at Perris track near Perris, Cal. Dist. 37 pts. Free entry to mothers. 0-200cc 8 a.m.; 250cc 10 a.m.; big bore Amateur & Expert at noon; big bore Novice at 1:30 p.m.

TT SCRAMBLES presented by Lost Angels M.C. at the new track at Little Rock, Calif. AMA point run, small bikes 8 a.m., big 'uns 1 p.m. Concessions. This is only the second race held here. Any traction. Track approx. half-mile long. $2.25 entry, $1.00 gate. Ambulance Lots of laps in each event. Limed from 77th St. and Hwy. 138 Call 768-1058 for more info.

AMA SHORT TRACK RACE at Dixon May Fair near Sacramento, Cal. 3/16-mile dirt track, purse $600. Time trials 7 p.m., first race 8 p.m. Program must run off fast on Sun. night, last night of the fair.

3rd ANNUAL MOTHER'S DAY HARE SCRAMBLES by Barstow M.C., AMA sanc., Dist. 37 pt. run. Limed 15 mi. so. of Barstow, Cal. on frwy. Start 10 a.m. Separate courses, big bikes 3 20-mi. loops, trailbikes 3 14-mile loops. Entry $3.25.

AMA TT SCRAMBLES by Taft M.C. in Maricopa, Cal., 1/4 mile west of town. Practice 10 a.m., race at noon. Graded course, trophies given at race, refreshments available.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

MOTHER'S DAY RUN by Jaspers M.C. Trophies, field events, spaghetti dinner, AMA sanc., RRC pt. run. Sign-in at clubhouse, NW cor. Palm & Mission, Ontario, Cal. from 8-10 a.m. Entry $2.25. For info call (714) 986-3118.

16th ANNUAL KIT CARSON SCRAMBLES by Fort Stockton M.C. at Lodi Cycle Bowl, Lodi, Cal. Signup 9 a.m., practice 9-11 a.m., race at noon. AMA sanc., $1.50 ride or watch. All classes except women. For more info contact Bob Sanders, 2009 Yosemite Dr., Lodi, Cal. Phone 368-6313.

ENGLISH TRIALS by So. Cal Trials Assn. Amateurs only. SCTA Experts and Masters will check and give pointers. Location: Canyon Crest area near Riverside, Cal. Limed from Central Ave. turnoff of Riverside Fwy. Starting time 10 a.m., lots of trophies and all types of terrain.

FRIDAY, MAY 17th

3-STAR AMA PROFESSIONAL TT RACE by Oregon Sidewinders M.C. at their track on SE Lawnfield Rd., so. of Portland, Ore. near Clackamas, Ore. Rider entry $2.00, pit gate opens 6:30 p.m., 8 p.m. start. Spectators $2.00. Special exhib. events in 100cc & 175cc classes. For more info contact Sidewinders M.C., Rt. 3, Box 290-C, Oregon City, Ore. 97045. Every Fri. night through Sept. 6 except July 5, July 19 & Aug. 30.

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race. Signup closes at 7 p.m., first race 7:30 p.m.

SATURDAY, MAY 18th

SPORTSMAN SHORT TRACK RACES at Chris Beck Arena, Sonoma Co. Fairgrounds, Santa Rosa, Cal. Presented by North Bay M.C. & Santa Rosa J.C.'s for benefit of mentally retarded children. All AMA classes. Signup & practice 5:30-7 p.m., race at 7:30 p.m. Adults $1.50, juniors 75¢, kids free. For info call Ray Bennett (707) 546-4655 or write 5140 Occidental Rd., Santa Rosa, Cal. 95401.

SUNDAY, MAY 19th

HALF-MILE PROFESSIONAL DIRT TRACK at San Jose County Fairgrounds, San Jose, Cal., promoted by Barkhimer Associates. $1200 guaranteed purse. Time trials 11 a.m., racing at 2:15 p.m.

POKER RUN by Ridge Riders Trail Club, Inc. at Apache Canyon, Calif. Single 40-mile loop. Rider meeting 10 a.m., start for over-250 bikes at 10:15 a.m., under-250's start at 10:30. $2.00 donation, sweeps and poker hand trophies. Bring water & lunch. Elev. 3000-7500 ft. Spark arrestors. Contact Bob Doke, 149 Apricot St., Oak View, Cal, phone 649-1960 for more info. Location: 7 miles off Hwy. 33 past Lockwood-Ozema Rd.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND RACE, presented by the Salt Lake M.C. at Cherry Creek, just southwest of Eureka, Utah. 8th annual event, extremely varied terrain – soft dirt, trees, Sahara-type sand dunes, sage brush, steep grades, mountain passes, etc. Trophies, finishers pins, merchandise awards. Five-foot perpetual trophy. Course well marked, covered by radio and first-aid equipped jeeps. Entry $3.00 mail entry (closes May 15) or $5.00 post entry (closes at 9 a.m. on race day). Mail standard entry to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101 or write them for more info.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125–250–500–Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Calif. 91335. Close May 15, 1968. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8:00 a.m.

ACA GRAND PRIX ROAD RACE, Riverside, Cal. Int'l Raceway. All GP & Prod. classes 50cc through Open plus sidecars. Pits open 8:30 a.m., first race at noon. Entry $5.00, trophy presentation at track. For info contact ACA, P.O. Box 247, Fullerton, Cal. 92632.

BUSHMASTERS MOTO-CROSS at Beaumont, Cal. All classes, three 30-min. motos per class, race as follows: 0-125, 126-250, 251-Open. Take US 60, 70, 99 to Beaumont Ave. offramp. Follow lime 2 miles south. First race 10 a.m.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock, Wash. Fairgrounds. Contact club at Box 51, Castle Rock, Wash. for more info.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SUNDAY, MAY 19th

SHAMROCKS SCRAMBLES point run that was to be held at the Bay Mare track near Moorpark, Cal. has been CANCELLED.

AMA SPORTSMAN ROAD RACE presented by Southwest M/C Racing Assn. at Green Valley, Texas. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

HARE SCRAMBLES presented by Simi Valley M.C. Limed from California City, Cal. golf course. AMA Dist. 37 approved. 10 a.m. start, fast course. For info contact G. Peterson at (213) 981-1388 after 6 p.m.

AMA SCRAMBLES presented by Stockton Scramblers M.C. at Lodi Cycle Bowl, Lodi, Cal. $1.50 to ride or watch. Signup 7-11 a.m., practice 9-11 a.m., race at noon. Flag starts, top brass.

15th ANNUAL RED ARROW ENDURO by Sonora Pass M.C. at Confidence, Cal. First rider out at 10:01 a.m. Dirt roads, trails, very little highway. Spark arrestors a must. Entry fee $3.00, post entry $5.00. AMA entry form or write Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370.

TT SCRAMBLES by Experts M.C. at Mesa Speedway. Graded, surfaced 5/8-mile TT course, Class C traction. Practice 10 a.m., race at noon. Gear high. So. on Interstate 5 to Main St. turnoff so. of Chula Vista, Cal. Follow Otay Mesa Rd. & lime to track. For info call Earl Roloff at 479-3209 or 239-6119 in San Diego.

SATURDAY, MAY 25th

PROFESSIONAL 3 STAR RACE by Oregon Sportcycle M.C. at Benton Lane Speedway on Hwy. 99 West, about 5 mi. past Junction City, Ore. Starts at 8 p.m. Sportsman 100cc & 200cc races included. Write Oregon Sportcycle, 1440 South "A", Springfield, Ore. for more info.

SAT. & SUN., MAY 25 & 26th

GRAND PRIX SCRAMBLES presented by Viewfinders M.C. & Stuntmen's Assoc. Proceeds to charity. AMA Dist. 37 desert and scrambles points. Held at Alberson's Movie Ranch, take West Lake turnoff off Ventura Fwy., proceed north to ranch. Classes 0-250cc on Sat., 250-Open on Sun. Powder Puff on Sat. Sidehacks run two 3-lap races Sat., one 6-lap race Sun. Gates open 7:30 sharp both days. Sweeps winner on Sat. runs in Sweepstakes. Mail 0-250 entries to Rock Walker, 6801 N. Valley Circle Bl., Canoga Park, Cal. 91304. Mail 250-Open entries to Steve Chambers, 18444 Collins St., Apt. 17, Tarzana, Cal. Mail entries $8.00, post entries $25.00. Entries close May 1.

SUNDAY, MAY 26th

V.T.R.A. 5th ANNUAL TRAIL RIDERS ENDURO, on Alamo Mountain Rd., 1st rider out 10:01 a.m. Start, finish & lunch same place. Approx. 25 mi., all dirt roads, mostly trails. Spark arrestors mandatory. Mail entry $3.00, post entry $5.00.

12th ANNUAL POKER RUN by Artesia Motor Jockeys M.C. AMA sanc., donation $1.50. Start from Long Beach H-D, 3654 Long Beach Bl., Long Beach, Cal., 8:30-10 a.m., deadline 2:30 p.m. at finish point. Coffee & donuts, trophies, bean feast.

THURSDAY, MAY 30th

DOUBLE EUROPEAN SCRAMBLES by Victors & Rams M.C.'s. Two separate courses, Dist. 37 points. Benefit run for Dave Ekins and John Stein. 45 min. races. Trail nov. & heavyweight nov. start 8 a.m. Limed from the Hi Vista, Cal. store.

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Limed from Bakersfield exit on Hwy. 101. Practice 10 a.m., first race noon rain or shine. AMA sanc. Concessions, camping. For info write Box 2177, Orcutt, Cal.

AMA SCRAMBLES by Eastside M.C. at Morgan, Cal. Location: Cycle Hills at Uvas Dam. All classes, $1.50 ride or watch, kids free. Practice 9:30 a.m., start at noon.

SPORTSMAN HILLCLIMB at Saddleback Park near Irvine Park, Cal. Take Newport Fwy. to Chapman Ave., go east to Santiago Canyon Rd., right to Peters Canyon Rd., left to gate. 8 a.m. start. ACA/FIM sanc. For more info or entries contact Mike Capalite, 7544 Washington Ave., Huntington Beach, Cal., (714) 842-3813 or (714) 847-7629. Pre-entries close May 20.

FOUR STAR AMA PROFESSIONAL TT at Graham Speedway, Tacoma, Wash. 34th annual Memorial Day Classic. Bonus pay over sanction payoff (last year totaled over $1400). Some tow money for Calif. Experts. Call (206) LE 7-5793. Signup closes at 12 noon.

FRIDAY, MAY 31st

THREE STAR AMA PROFESSIONAL TT at the Sidewinders race track, Portland, Ore. Night racing on the hillside course. Signup closes 7:30 p.m.

SATURDAY, JUNE 1st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairground, Castle Rock, Wash. Night racing on the 30-lap National track. Signup closes 7:30 p.m.

SAT. & SUN. JUNE 1 & 2

2nd ANNUAL RENO SPORTSCYCLE SHOW at Centennial Coliseum in Reno, Nevada. Open from 11 a.m. to 11 p.m. on Sat., & from 11 a.m. to 8 p.m. on Sun. Show centers around motor sports & equipment. To enter motorcycles, contact Al Lockett, 7680 Tholl Dr., Lemmon Valley, Nev. 89503, phone 972-0482.

500-MILE GREENHORN ENDURO. Mail entry $7 both days, $4 Sunday only. Mail to Pasadena M.C. Clubhouse, 21 East Howard St., Pasadena. Entries close May 18, 1968.

SUNDAY, JUNE 2nd

THREE STAR AMA PROFESSIONAL TT at Tri-Cities Raceway, Richland, Wash. All new $200,000 race plant, bonus payoff. Signup closes at 12 noon.

4th ANNUAL CALICO 100 by Hi-Jinx FMC. Take Barstow Fwy. 10 mi. past Barstow, Cal. to Calico Ghost Town turnoff. Follow lime to dry lake bed. 100 mile race limited to 100cc's. For more info call (213) 868-9997.

JUNE 7–11th

STARDUST 7-11. 711 mile desert contest open to cars, light trucks, dune buggies, motorcycles, four-wheel drive and experimental vehicles. Anticipated purse of $25,000. Entry fee of $250 per vehicle will include accommodation and the victory banquet at the Stardust Hotel, as well as insurance during the event. Information about membership in NORRA (sponsoring Assoc.) and participation in the Stardust 7-11 write: NORRA, 19730 Ventura Blvd., Suite 6, Woodland Hills, Calif. 91364. FIM MICUS riders wishing to participate can get permission easily by contacting Wes Cooley, (714) 528-4290

SATURDAY, JUNE 8th

SCRAMBLES at Sprockets Park, Bakersfield, Cal. Night race. Signup closes at 7 p.m. with first race at 7:30 p.m.

SAT. & SUN., JUNE 8 & 9th

MAMMOTH MOUNTAIN MOTO-CROSS in High Sierras. Mail entry $5.00, post entry $7.50. First race Sat. 10 a.m., practice 8-10 a.m. Big bike practice Sat. afternoon. Raffling 100cc Yamaha. Accommodations available. Send entry or for more info to P.O. Box 458, Mammoth Lake, Cal. 93546.

SUNDAY, JUNE 9th

1st AMA MOTO-CROSS presented by Antelope Ramblers M.C. Entry $3.00 plus 50¢ for ambulance fee. Dist. 37 points. Mail entry only, must be in by May 26. Contact Dave Lewis, 11339 Moorpark, No. Hollywood. Location later.

SAT. & SUN., JUNE 15 & 16th

ANNUAL HEMET TOUR BY TERRAPINS M.C. Sign-in and finish at Farmers Fairgrounds, Hemet, Cal., corner of Florida & Palm Aves. AMA sanc., RRA pt. run. Sign-in Fri. 8-11 p.m., Sat. 8 a.m. to 1 p.m. Mail entry $2.75, post $3.50, kids under 12 $2.00. Mail to Terrapins M.C., 3211 39th St., San Diego, Cal. 92105, phone (714) 281-2150 or (213) 835-0778.

SUNDAY, JUNE 16th

AFM ROAD RACE at Vaca Valley Raceway, just east of Vacaville, California (between Sacramento and San Francisco). All National classes will run, GP and Production. Free admission and reduced entry if entered by June 8. Sunday registration & tech. 8-10:30 a.m., prac. at 10 a.m., heats at noon. For info and entry forms, write AFM, 4810 Daisy, Oakland, Ca., 94619, or call (415) 535-1549, (213) 762-9875, (805) 967-8919, or (714) 442-3338.

AMA SPORTSMAN ROAD RACE presented by Southwest M/C Racing Assn. at San Angelo, Texas. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

SAT. & SUN., JUNE 29th & 30th

2nd ANNUAL HUALAPAI MT. ROAD TOUR by Copper State M.C. at Kingman, Ariz. For info call 943-1529 in Phoenix, Ariz., or write Hualapai Mt. Road Tour Comm., 2223 W. Sunnyside Dr., Phoenix, Ariz. 85029.

THURSDAY, JULY 4th

5th ANNUAL AFM NAT'L CHAMP. 250-Mile Production Road Race, at Vaca Valley Raceway, just east of Vacaville, Calif., on U.S. 80 between Sacramento and San Francisco. $1000 prizes. 25-Mile race for under-100cc, 120-lap feature for 175s, 250s, 350s, 500s, and Open street machine (2 riders must alternate on each machine). Paid practice Sat. 9 a.m.-3 p.m. Sun. registration & tec 8-10 a.m., prac. 10-11:30 a.m., race at noon. Reduced entry, free adm. if entered by June 26. For info and entry forms, write AFM, 4810 Daisy, Oakland, Ca., 94619, or call (415) 535-1549, (213) 762-9875, (805) 967-8919, or (714) 442-3338.

SAT. & SUN. JULY 6 & 7th

ALL U.S. CHAMPIONSHIP SPORTSMAN SCRAMBLES presented by Dirt Diggers M.C. Tow money to top riders in each Dist. Write for info. Mail entry only, $5.00, opens May 1 and closes June 26. Standard entry blank info required. Mail entry to 19308 Aguire St., Rowland Heights, Calif. 91745. Who goes? North, south, east or west? We'll know soon.

TIGHT AMA SCHEDULE MAY PRECLUDE 7-MILE RAIN DATE

Due to rain at Atlanta, Georgia (Hampton Downs) the AMA 7-Mile National Championship race scheduled for Sunday, April 28th was cancelled.

AMA Director of Competition, Jules Horky, stated that, "Every effort will be made to re-schedule this race, but at this time our schedule is so tight we can't make any definite plans."

MOTO-CROSS
CARLSBAD
Calif. Moto-Cross Club
MAY 19

Entries close May 15 — All Classes Ex. & Jr.
Mail Entries Box 124 — $5.00 Mail Entry
Reseda, Calif. 91335 — $10.00 Post Entry

Camping the night before Moto-cross
Side cars welcome — Gates open 8 a.m. Sunday morning

WHAT'S HAPPENING THIS TIME? OH, ANOTHER WORLD'S BIGGEST -- RACE? YEAH! LIKE? $5.00 MAIL ONLY TO 19308 AGUIRO ST. ROWLAND HEIGHTS, CALIF. 91745 -- WHO'S THING?

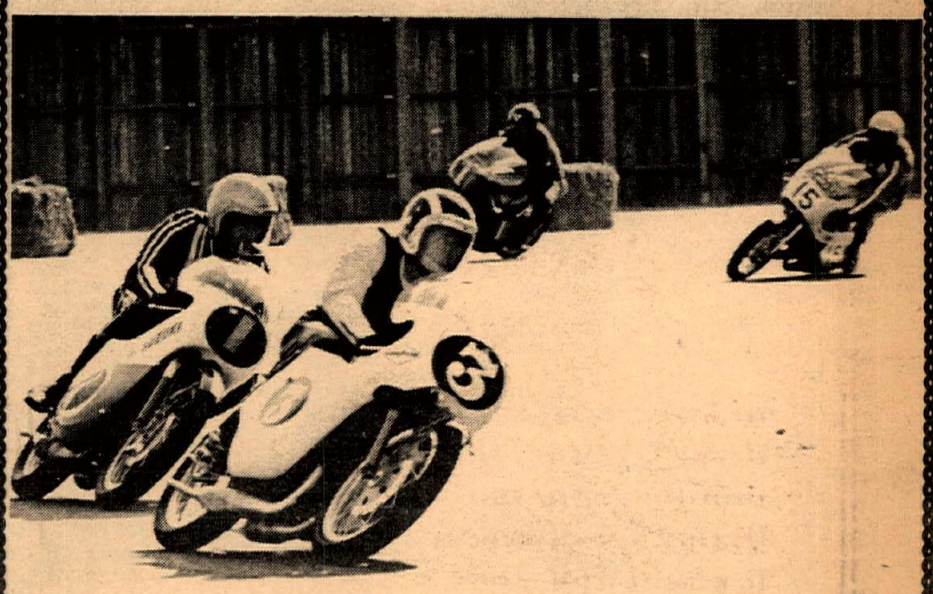
(ANSWER)

DIRT DIGGERS OF COURSE.

ORANGE COUNTY INTERNATIONAL RACEWAY

PRESENTS

AFM NATIONAL ROAD RACES



SEE THE TOP ROAD RACERS IN ACTION

FIRST RACE 12:30 p.m.
ADMISSION $2.00

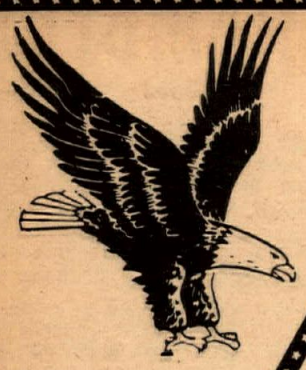
MAY 12

MEMORIAL DAY MAY 30

HILLCLIMB

Saddleback Park

Save Money on Entries and Gate Fee
PRE-ENTRIES CLOSE MAY 20th
Write or call for entries see calendar of events



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Voices

DE SOTO'S DILEMMA

Regarding your coverage on the Sage Hopper's Moto-cross held at Encinitas last April 7, a fellow from Hawaii (Makaha to be exact), was riding my Husky 250cc rig. His name is John DeSoto Jr., he's 20 years old and he did a splendid job! Considering this was his first state-side race, winning the Novice and Amature field was really a feat. However, we were informed there was a possibility that he would be disqualified because he had signed up and rode as a Novice! He wasn't sure just how good these riders were over here having never competed with them. There are many more riders here than in Hawaii and also many more events to choose from. In the islands they are lucky to get two races a month, due to lack of racing facilities. Also, co-ordinating these events means much re-situating those existing facilities.

I would say to all concerned that the boy wasn't trying to pull a fast one but just trying to evaluate the riders here and give himself something to calibrate himself by. If done well in that particular class in that type of event then perhaps try to ride in the Amateur class next time; and so on. Getting back to the reason I wrote you, John really rode the socks off them out there and Jack Simmons and John Shedd will bear me out on this. His lap time for the distance of 3.6 miles was a "scosh" off that of Gary Bailey, John lapped his second place man, including stopping for gas!

I thought it was a terrific effort and if the Sage Hoppers do disqualify him I would say it would be a black mark on the club as well as Dist. 38. This could really show what kind of welcome we have for our racing friends from other states as well as our 50th State. I know I was personally very embarrassed by the whole situation. I think the thing that hurt the kid was the fact that he had told the people at the check-in that he had sent in his application for Class "C" license, when they asked him if he had had any previous riding experience. Truthfully, he is oblivious to the certain regulations here and is really just getting started in competition here. He wants to race in everything and I can't help but admire his enthusiasm in motorcycle racing. At that particular time John hadn't received his Class "C" license, and I feel he surely shouldn't be disqualified.

In Hawaii, racing is quite different; they race all classes together in each size machine. This way there are enough to make it a race! At least one thing they do over there I like. If they take your entry fee and you win, they give you a trophy, and don't disqualify you after you have completed a fifty-mile race. (Tee hee.)

We'll watch for the results and see how he comes out in there. Of course time will tell just how good a rider he is, and if this is any indication at all, look out!

"Getting it off my chest,"
JAY WELLS
Long Beach, Calif.

"Q" AND "A" SESSION

Question: What happens when you take away 500cc's from a Norton desert racer?

Answer: First overall for Yamaha-mounted Mike Patrick!

BRUCE BARON
Los Angeles, Cal.

FORTH COMES FORTH

I would like to thank Mr. Wes Anderson Sr. and Mr. Jack Miller for their comments because they care enough about this sport to speak out.

As to Mr. Anderson's comment about helping out: I spent the afternoon diverting the thundering herds and would like to donate my time to help any club throw a good race!

Anyone else want to HELP?

GARY FORTH
Phone: 444-4291
Rosemead, Calif.

COME TO CARLSBAD

Sunday, April 28, my family and I loaded up and drove to Carlsbad for a good family afternoon of road racing. Counting the tickets, gas and eats we probably spent $20.00. For what? No racers, no food, no epople, no nothing. First, all the racers forgot to show up. Second, the concession stand people got lost.

Folks, you are missing a real good show. The course is quick and easy to follow and plenty fast. The people running the show down there do a real good job and could use some help.

BOB FORREST
West Covina, Calif.

("It is unfortunate that so few showed up for the last Carlsbad event. Let's hope the next outing, early in June, will be better attended by all involved.")

Legislative Notebook

By Barbara Adams Dahms

LET ME BE ME! (Part I)

An appellate court in Michigan has struck down that state's mandatory helmet law as unconstitutional. It is doubtful that anyone cares enough about the law to defend it before the state supreme court, and certainly the opponents were planning to use this recourse had it been necessary.

Score one for our side! But more than that, score one for freedom. That's what the battle is about.

If helmet laws are unconstitutional in Michigan they are probably not constitutional in any state. Each state must decide but the precedent is not to be underestimated. And anyway, the wind is kind of out of the sails. Mandatory helmets didn't turn out to be the answer to the world's problems, no matter what statistics they can show you from New York. Mandatory anything has never been the answer.

It may be that all cyclists will end up wearing helmets...out of choice. If they do, no one will object. If a helmet is the answer the individual will wear one. The fact that there is no agreement – on statistics, the desirability of various gear, types of cycles, etc., indicates just one thing...people are different. Why this very obvious fact is usually ignored or rejected remains a mystery. It seems that every so often it must be rediscovered in a great burst of awareness.

Perhaps the most fortunate thing about the United States is that the nation was designed during just such an age. The awareness of the individual's need and his right to be different was concreted in the constitution. And though the constitution has suffered much battering over the years, some sort of national conscience has always stopped us short of its destruction.

Rediscovery Time

Now we seem to be again on the verge of the rediscovery. The helmet battle is a symptom. Our victory is a symptom. They are also a contribution to the cause. Had the National Highway Safety Act been passed fifteen or twenty years ago I wonder if there would have been any battle or any victory. We would probably all have been called 'communists'' and a "threat to the national security." In the years during and after the second World War the most terrible thing one could be was "different."

One of the worst things war does is completely eliminate the individual. In the chaos of a devastated country it may be every-man-for-himself but in a successful military system there is no room for an independent thinker. As long as an emergency situation exists uniformity is reasonably acceptable. But what happens when it ends? Can people trained to uniformity accept individuality in themselves or anyone else? Apparently, it's not easy. As a nation we have been through some incredible gyrations to prevent the loss of this war mentality.

First we had "togetherness" and "teamsmanship." Business and industry stated quite openly that there was no room for the independent thinker in their operation either. Employment tests were designed specifically to eliminate him.

Suburbia built rows upon rows of identical houses for identical people to lead identical lives. We developed a national image of "the good life" and woe unto anyone who didn't agree it was the only good life.

We fought "communists" and we fought crime" and looked for security in all the proper places. We made laws and laws and laws...to require or to prohibit. We developed a national paranoia and secured ourselves not against an external enemy but against our own fear of freedom. (A man too long a prisoner will often do anything to return to the safety of prison.) And we validated our sickness with the stamp – "cold war."

In the end it was the "cold war" which was the undoing. The adults were trained to conformity but the young were trained to insecurity. Raised with "drop drills" and bomb threats and offered a future which might at any moment evaporate, they learned to be unafraid. When they saw with the clear vision of youth the emptiness of the good life for which their elders willingly traded their identity they did the logical thing. They spoke up. And their voices were heard loud and clear throughout the land.

The motorcycle people were there. They had been there all the time. The first rebels against the "good life" were the motorcycle people. But in those days it was a crime to be different. The motorcycle people made a choice...conform or disappear or become outlaws. They became separated by an enormous gulf which is only now being bridged a little by the common cause against mandatory gear.

(Continued next week)

A LETTER OF APPRECIATION

We take this opportunity to extend thanks to all those persons who gave recognition to Tom Rapp's sweep of the 100cc's four motos at the A.C.A. May 5th race at Castaic.

There is a certainty that the overall win would have been only in Tom's junior class, as we recognize the outstanding abilities of Gary Bailey who broke trail for Tom in a couple of laps of the first moto. A fractured trans' case at the primary drive shaft bearing destroyed shifting and power for Gary.

Thanks to those of our acquaintances who know us off track. They gave us the cheerful support of sharing in our joys and anxieties as the events progressed.

Recognition from others took a form that at first seemed unflattering. However, after reflecting on the devious ways of human nature, by which our emotions give false impressions to our eyes and hearts, my own included, the realization came to me that attack is indeed a sincere form of praise. What we wish to see with our eyes is filmed on our brain's optics in misconception.

At the finish of one moto we were told by an excited spectator, that Tom had failed to ascend "Mass Confusion Hill" and had cut course at this section. Tom and I went with him to his vantage point to talk to his companions. The identity was given as a yellow chest cover. However the others in the group said the number plate was not Tom's, No. 49X. This well meaning fellow was confused as to who was leading.

Actually that hill was an advantage point for Tom; his style of shooting this hill gave him a pass there over Rusty Burkert, who led him at the start of the final moto to the base of it. However behind the hill, Tom lost the lead and had to regain it in a later lap.

We were also told we had the fastest bike. This gives Tom's mechanic, "his ole' dad," an occasion for grateful pride. However, I don't believe my tuning can be honestly accepted as that good. Those of you who walked the section of the course where Tom regained his lead over Rusty in a show of apparent power, would have to observe that this "seeming" flat out section had several "whoop de do's". Therefore the spotlight should be cast on the rider for his ability to go fast in the rough, which was demonstrated after the pass, and the long lead gained after the back of the course "nasties".

Of course, the tuning and set up is of much importance, but attempts to say an unfair means of obtaining "competitive steam" was used, must here again be accepted as praise, even if in reverse. The thought was given to the promotors that we were 110cc. Reflecting back, I had told others that we were ten thousands over on our piston, and with my limited knowledge, I don't know what cc this would make a 98cc Hodaka; someone said maybe 99cc.

Now I have always been talkative about what we find to help us, but don't listen without a bit of caution, because in working up this bike, all sorts of problems and pitfalls have occurred due primarily to my "unknowledge." I have been a speed tuner since purchasing a new 98cc Hodaka from Norm Best Feb. 14, 1968. We ran a '67 stock 90cc a few times previous. Its power mods consisted of a 42-tooth sprocket, and scratching around in the intake manifold, because someone told me to clean and straighten it up, plus of course a two-year-old expansion chamber we had on a former play Hodaka. This bike gave Tom his first worthwhile trophy, a 2nd Novice at the Encinitas Nat.Race, Feb. 4, 1968.

His first trophy was August 6, 1967, a 23rd at Deadman's Point. He has also now had 4-6 trophies for 1, 2, 3 and 4th places, plus a couple sevenths and a d.n.f.

That first second place, earned under handicap, made me realize his capabilities.

The light is now dawning. Maybe some riders and mechanics are properly uncommunicative about machine details, because facts often become twisted rumors, and may even be used against the donor.

But in my case I should be quiet (but I won't) because then I can camouflage my ignorance with a mysterious air of superior tuning, while Tom must overcome my evil with good.

Our best hopes for all.

DON RAPP (Dad)
(For The Rapp Family)
Buena Park, Cal.

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KIRK TAKES SO. CAL. HARE SCRAMBLES

Story by Dick Wright
Photos by Jeff Wright

The lead changed many times, but when the dust settled at California City, Cal. on May 5, Steve Kirk, #27 Open Expert, wheeled his big Triumph across the finish line first, taking the win of the two 40-mile-loop Hare Scrambles against a large entry of 225 combined Open and 250cc riders.

First place overall and Open Expert went to Steve Kirk (27) (Triumph) after much lead-swapping took place.

The smoke bomb was placed on top of a hill about four miles out so you could see it, but there was a road crossing between it and the starting line. At the drop of the banner everyone took off, but some of the riders didn't scout out the road crossing as well as they should have, because there were some wild things going on in the deep ditches on each side of the road.

Mike McCoy (22x) and his Husky finished 16th overall and 5th 250cc Expert at So. Cal. hare scrambles.

At the smoke, J.N. Roberts, #2 on a 360 Husky, had the lead, with Steve Staats, #95 on a 360 Bultaco, and Larry Bergquist, #888x on a 250 Bultaco, right behind him.

Bergquist got a flat tire after the smoke and had to give up the chase, leaving Roberts and Staats to blast out on the open boondocks until after the fourth check, when the expansion chamber came off Roberts' bike, and Staats took over the lead.

Coming into the pits after the first loop, Staats had a good lead, with Lynn Fortner, #506 on a 360 Husky, in second, and Bill Bogner, #997x on a 250 Husky, in third. Steve Kirk, #27, was running seventh. The first loop took its toll of top riders; besides Roberts, the early leader, and Bergquist, Mike Patrick, #421x on the Yamaha, had brake trouble and pulled out while running third.

On the second and final loop, Staats broke his shocks just after the second check. He was really flying over the road crossing, clearing the ditches completely, but it was too much for the shocks.

Lovely enthusiast Pattie O'Keefe, reclining on an "intensified" Hodaka, is the girl you've admired in Crowell's Hodaka ads.

Fortner then took over the lead, but before he could come in for the win he ran out of gas, and by this time Steve Kirk was making his move up to first and turned that Triumph on to pull in for the win with a minute's lead.

Jack Byers, #3 on a 500cc Rickman Triumph was second and took first 500 Expert. Bill Bogner, #997x, pulled in behind Byers to take first 250cc Expert on his Husky. Dusty Coppage, #60P, wound up fourth on a Triumph, and Lynn Fortner, #506, was able to find some gas and came in seventh to take first 500cc Amateur. Dave Brewer, #46, was the ninth man in to take first Open Amateur. Howard Utsey, #737, took first Novice, running sixteenth overall, and Ted Brich, #802, was the second Novice in on a BSA single.

Trail Bikes

The banner was dropped for the 176 trail bike riders after the dust had cleared from the big bikes, and they were to go one loop on the forty-mile course.

The trail bikes were no different from the big bikes at the road crossing a half-mile out; there were the big ditches on each side, and some mounds of dirt piled up. One rider used one of these mounds as a springboard and went six feet in the air, coming down in the middle of the pack and hitting another rider, both of them going down in a cloud of dust.

At the smoke bomb, the leaders were Jack Morgan, #1, and James Jacklett, #11, both on Hodakas, and Jack Froelich, #2, on a Bultaco, but all of them got lost right after the smoke and had to make big circles to find it, giving Wes Anderson Jr., #4, and Bob Belt a chance to take over the lead. Jack Morgan was able to find the trail, and regained the lead fifteen miles out. By the time he came to the steep, rocky, and sandy downhill, there were big-bike riders still all over it, but he moved off the trail to the right and bounced over the big rocks, picking up a lot of time on them.

Morgan held the lead the rest of the way and pulled in first Trail Bike. He was running with the big bikes in 36th spot, not bad after a ten-minute-late start. Frank Morgan, #6, also on a Hodaka, pulled in second. Jack Froelich, #2, found the lime, but had to move up from 20th to take third. Mark Rader, #608, came in fourth and was the first Novice in. James Jacklett, #11, charged up from way back after losing the lime and placed fifth. Don Reynolds, #56, was first Amateur and took seventh. Mark Wilson, #422, had a good day, taking eighth overall and second Novice. First girl rider in was #16 Rose Martino (Hodaka), who wound up 46th overall.

(Results on page 16)

Football padding is popular for rough riders.

Here's Hodaka hauler #1 Jack Morgan, zipping along to 1st overall in the Trailbike division. He passed many big bikes en route.

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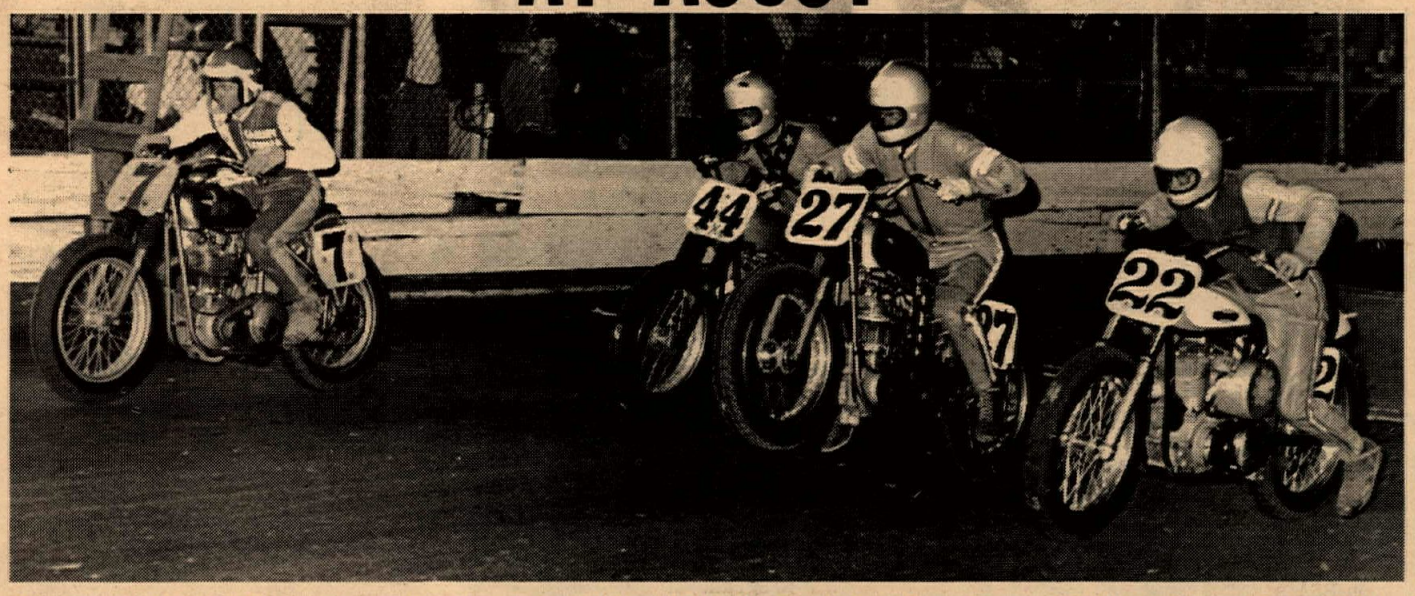
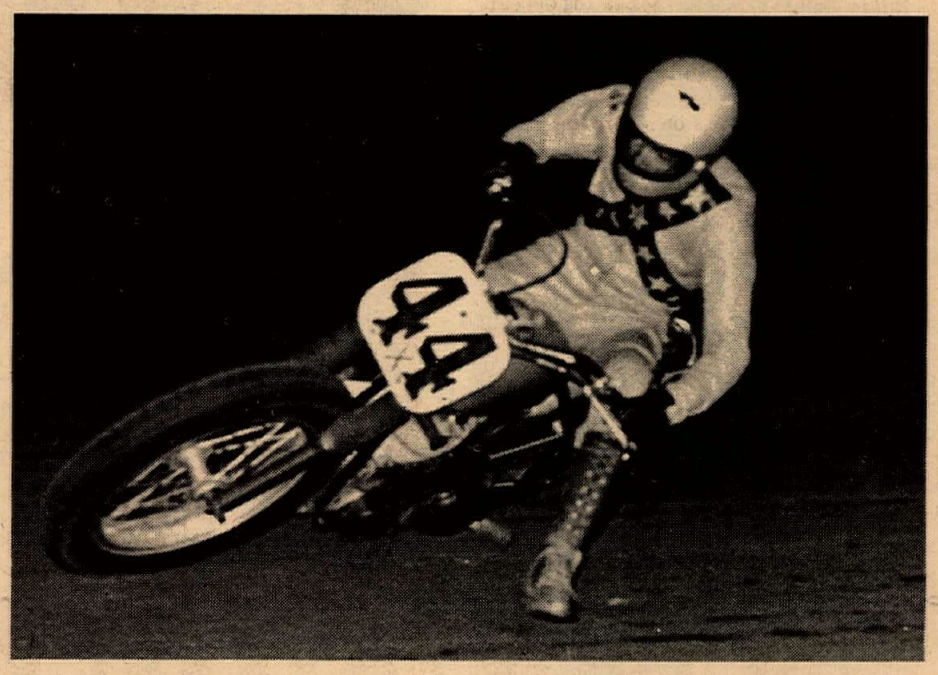
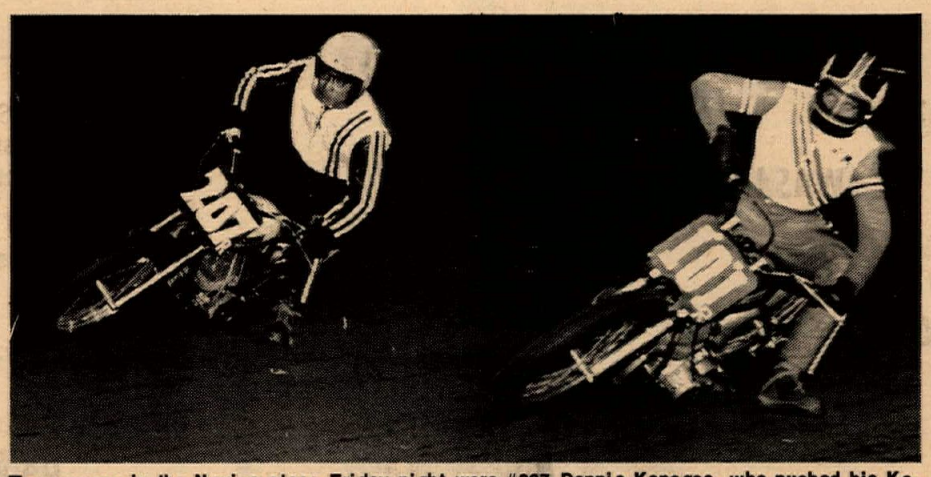
HAABY MAKES IT TWO STRAIGHT AT ASCOT



Off they go at the start of the 3-lap Expert Trophy Dash on the Ascot half-mile. From left, #7 Sammy Tanner (BSA), #44x DeWayne Keeter (BSA), #27 Chuck Jones (BSA) and winner #22 Dan Haaby, who also took his heat race and the Main Event, Harley-Davidson mounted.



DeWayne Keeter (44x), aboard one of Dick Kelm's barrellin' BSAs, swept to heat race win, then followed Dan Haaby to a strong second place finish in the 15-lap final.



Top runners in the Novice class Friday night were #207 Dennis Kanagae, who pushed his Kawasaki to heat race and Trophy Dash wins, and #101r Keith Mashburn, winner of the Main Event, mounted on a Yamaha.

By Carol Sims

Photos by Dennis Greene

Taking over at the start of the 15-lap Expert Main Event, and never relinquishing his lead, Harley-mounted Dan Haaby made it two half-mile wins in a row at the Ascot Park dirt track Friday night, May 3.

Haaby earlier won the fastest 5-lap heat race and the Expert Trophy Dash as well, for a well earned clean-sweep evening astride the Gary Bray H-D.

Second spot in the final went to De Wayne Keeter, who rode smoothly and swiftly to runnerup spot on Dick Kelm's BSA. Keeter was also a heat race winner and took third in the Dash.

Action Aplenty

Much changing of position occurred in the battle for third. Mounted on a Matchless G-50, heat race victor Albert Gunter held the show-money spot until lap 8 when overtaken by Chuck Jones (BSA). But Jones' machine expired on the following lap and Gene Romero (aboard Bray's other Harley) roared into third ahead of Gunter and another heat race winner, Jim Nicholson (Triumph). On the 12th time around, Nicholson got by Gunter for 4th, and though challenging Romero strongly, was unable to better his position by the finish flag. Gunter wound up 5th ahead of Shorty Seabourne (BSA), Cal Rayborn (H-D) and Sammy Tanner (BSA).

Rockwood Win Streak

Only rider to remain undefeated so far this season on the Ascot half-mile is Amateur Tom Rockwood, who now has a four-in-a-row win streak going. Tom, riding Triumph for Joe Dudek, won both his heat race and the Amateur 10-lapper, operating under a severe handicap at that. The weekend before, Rockwood was riding with fellow Amateur Dave Smith

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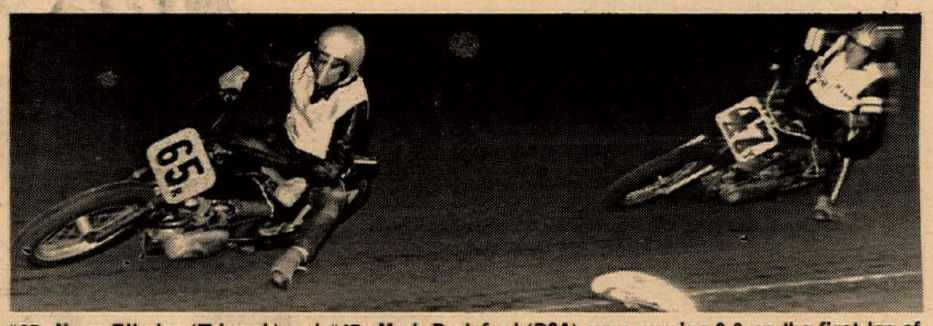

#65r Norm Elledge (Triumph) and #47y Mark Brelsford (BSA) were running 2-3 on the first lap of the Amateur Main, before an accident-caused restart. Brelsford wound up 2nd, Elledge took 5th.

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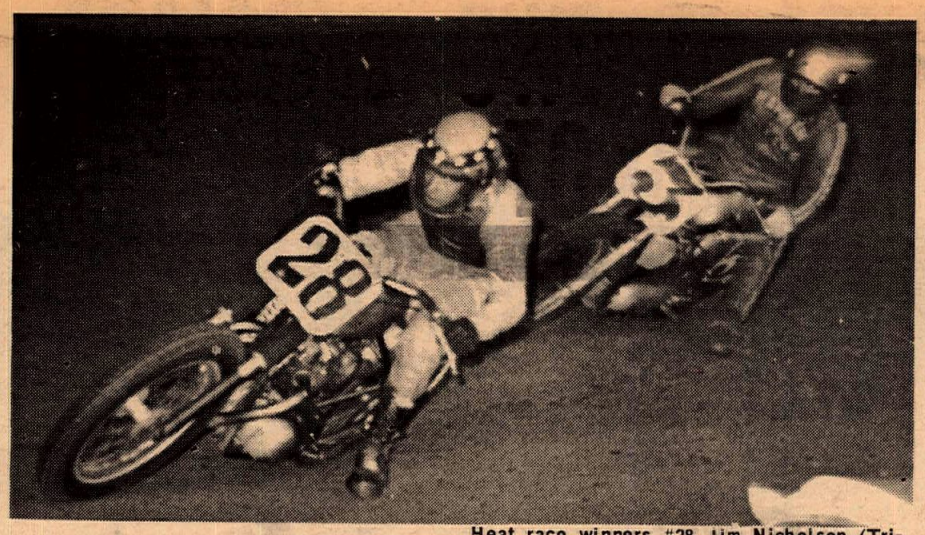


Heat race winners #28 Jim Nicholson (Triumph) and #3 Al Gunter (Matchless) battled hard for 4th in the Main. Nicholson got by on lap 11.

to another race when the boys were involved in a traffic accident and trapped in the burning cab of the truck. Both received first and second degree burns on their faces and hands before escaping from the fire. Smith isn't back in racing form yet, but Rockwood rode despite his injuries and showed real spunk in doing so. He was followed to the checker by Mark Brelsford and Geezer Emick, both on BSA's.

The Amateur Main was the scene of a spectacular first-lap accident that involved three riders in the north turn. Bruce Anderson (Triumph), Marshall Jennings (BSA) and Jack Wilkinson (Honda) all hit the deck, with Anderson taking a trip to the hospital, Jennings out for the evening, and Wilkinson ready to go for the restart. At presstime, Anderson's condition was reported as "fair."

Earlier, another Amateur, San Jose's Bill Jamison (BSA) was also hospitalized after a heat race clash involving fellow BSA rider, Jerry Johnson. Johnson walked away, Jamison was released following treatment of an injured arm and returned to the track in time for pay-off.

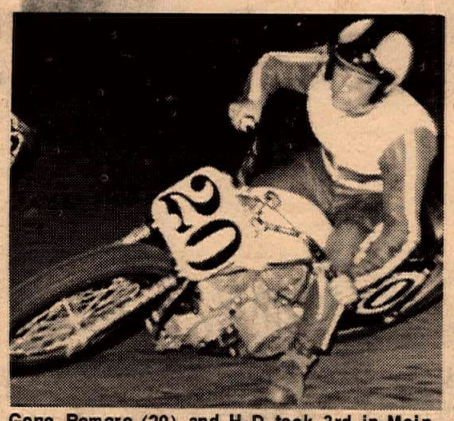
Mashburn Makes It

For the second straight week, Yamaha ace Keith Mashburn took the measure of his Novice opponents in the green-plate Main Event, after running second in his heat race to Freddie Edwards, also Yamaha.

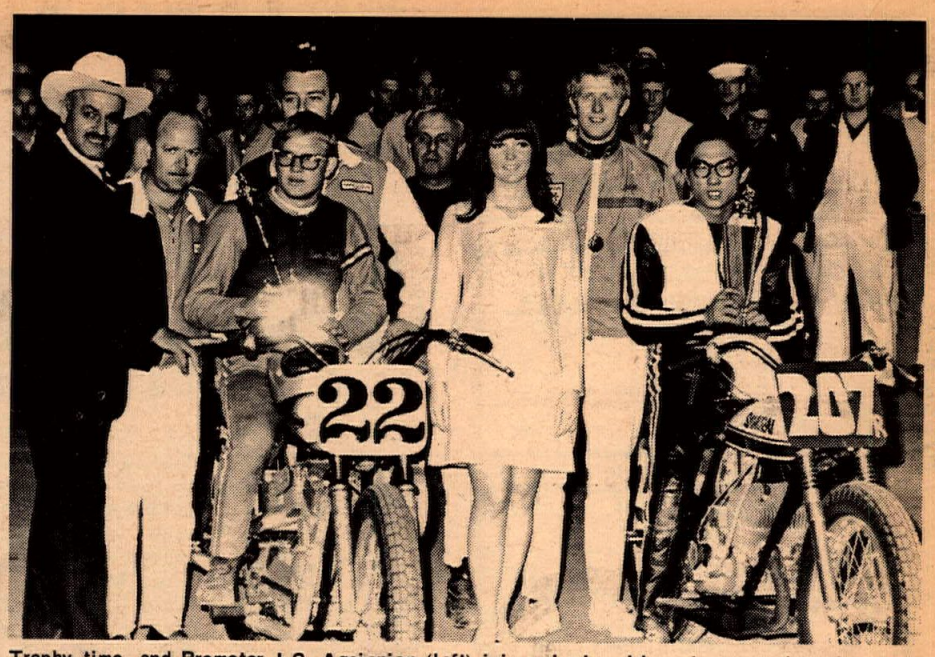
Mashburn's strongest opposition in the final came from Kawasaki rider Dennis Kanagae, winner of his heat and the Novice Trophy Dash, who led Keith for 6 of the 8 laps. At the finish it was Mashburn and Kanagae ahead of Terry Donaher (Kawasaki) and Edwards.

A full program of sidehack events, held on the TT course, augmented the half-mile races, with Dean Hummer and Rulan Gulbransen (H-D) beating out early leaders Mike Parti and Ed Morris (Triumph), while third place went to the three-wheeled team of Dave "Crash" Roesch and passenger Jim McNeal (H-D).

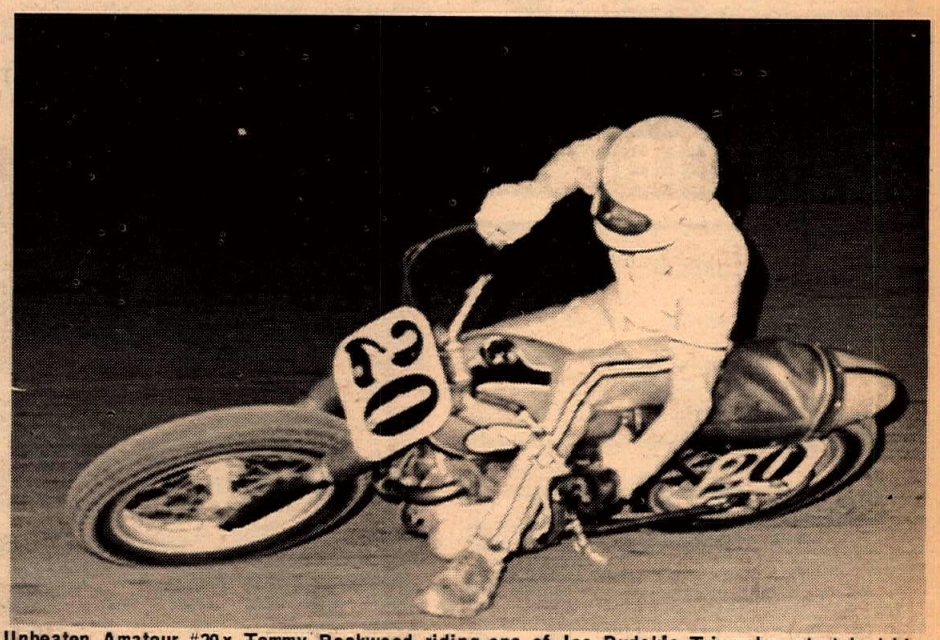
(Results on page 16)



Gene Romero (20) and H-D took 3rd in Main.



Trophy time, and Promoter J.C. Agajanian (left) joins winning riders, tuners and trophy girl in the presentations. Expert Dash winner #22 Dan Haaby (H-D) received award from Yamaha, Novice Dash winner #207 Dennis Kanagae (Kawasaki) took home the gold presented by Cycle News.



Unbeaten Amateur #20x Tommy Rockwood riding one of Joe Dudek's Triumphs, stretched his streak to our in a row despite burned and bandaged throttle hand. His lap times were faster than most of the Experts.

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DAVE HANSEN IS !

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Novice TT Main Event
1st DAVE HANSEN - KAWASAKI

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TROJAN TT AND SHORT TRACK:

ELLIS STOPS STUMPENHAUS SO. GATE STREAK

By Mike Capalite

May Day might be celebrated by children throughout the world, but for Lee Stumpenhaus, it was a dark day as his Main Event win streak was broken by Lee Ellis, that up-and-coming young rider on a Honda tuned by Morgan's Honda shop.

The action started hot and heavy in the 100cc class with Paul Wilde leading his heat race and coming back to take the Trophy Dash on his Yamaha special. But as the races continue into the year, and the riders get a little more experience, Paul's wins come a little harder each time. As the 100cc Main Event rolled around, Paul got in front and stayed there; but second place finisher Gary McKenzie on a Hodaka and third place man Ron Throgmorton, while fighting for the runnerup position, were both close enough that if Paul had gotten in trouble, either one of them could have snatched the lead away from him. So it will be interesting to watch this 100cc class progress as the riders gain more experience.

The Old and The New

The 250cc class saw some old faces from last year out for the first time, one of them was Rick Woods on the Ducati that carried him to the ACA Short Track Championship two years in a row, but he sold it at the finish of the season last year and it has fallen into a bad state of disrepair. Although Rick borrowed it for the night and gave it a good ride, it just did not have the ponies it once did.

Stumpenhaus started the evening as usual by winning the heat and Trophy Dash on his Bultaco, but Ellis has been studying Lee's style for a couple of months now, and put his knowledge to work as he brought home his first win of the season, with Lee taking second. Third place went to Earl Myer riding a Royal-Enfield for Shell Motors. Another familiar face from last year, Carrol Skov (Bultaco) finished fourth.

(Results on page 16)

NEW YORK INTERNATIONAL MOTORCYCLE SHOW ATTRACTS OVER 34,000 VISITORS:

The first International Motorcycle Show ever to be staged in New York City has been acclaimed a huge success according to Mr. Thomas Trutt, Director of the cycle extravaganza.

Following hot on the heels of the outgoing N.Y. International Automobile Show at the N.Y. Coliseum, the display of two-wheelers represented exhibits from England, Japan, Germany, Czechoslavakia, Austria, Italy, Spain and the United States. Over fifty major distributors and importers of cycles and accessories set up lavish and attractive displays.

Mayor John V. Lindsey of New York, in a letter of April 2 that appeared in Cycle News, welcomed the Motorcycle Fraternity to New York City, and more specifically to the first International Motorcycle Show at the Coliseum.

Opening day was reserved for the trade and press, with the public gaining admittance only after 6 p.m. Over 34,000 visitors attended the show which was given generous editorial support in New York and New Jersey newspapers. Motorcylists and their bikes were in evidence on a number of major network television programs eminating from New York City. Members of the news wire services, radio news bureaus as well as the overseas press representatives from England, Germany, Japan, Italy and Thailand were present.

Numerous awards were made in the various categories of private exhibits, including standard Production class, Custom Show class, Street Customs and Antique division. Indications from a number of the exhibitors revealed that the 1969 Show would require greater space. Mr. Trutt is negotiating for a 7-day show at the N.Y. Coliseum with an advanced date of February 1969.

CIVIC RECOGNITION FOR RIDGE RUNNERS M.C. OF SANTA CRUZ

The Ridge Runners M.C. of Santa Cruz, Calif. held a successful scrambles event on April 21, their first at De Laveaga Park in hometown Santa Cruz. A fine turnout of riders and spectators enjoyed a good day's racing.

But more than a day's worth of fun was provided. President Bob Henneuse of the Ridge Runners presented a check for $1,000 (profits earned by the club on their race) to Bob Seymour, commissioner of the Santa Cruz Youth Basketball Association, as Santa Cruz Recreation Supervisor Hal McGlathery smiled his approval, even climbing aboard a motorcycle for picture of the check transaction that later appeared with a most complimentary story in the Santa Cruz Sentinel.

The funds will be used to provide eight complete youth basketball teams with uniforms, to provide the Santa Cruz lifeguard Corps with a valuable membership in the National Surf Lifesaving Association, and to enable local lifeguards to hold the Northern California Lifesaving Championships in Santa Cruz. The money will also be used to purchase various equipment for parks and recreation.

The Ridge Runners' April 21 event was the first big project for the group, which was formed three years ago. Supervisor McGlathery called the race "one of the best run special events I have ever seen." Of the club he stated, "I can't say enough for them."

Neither can we – we'd just like to add, "three cheers for the Ridge Runners!"

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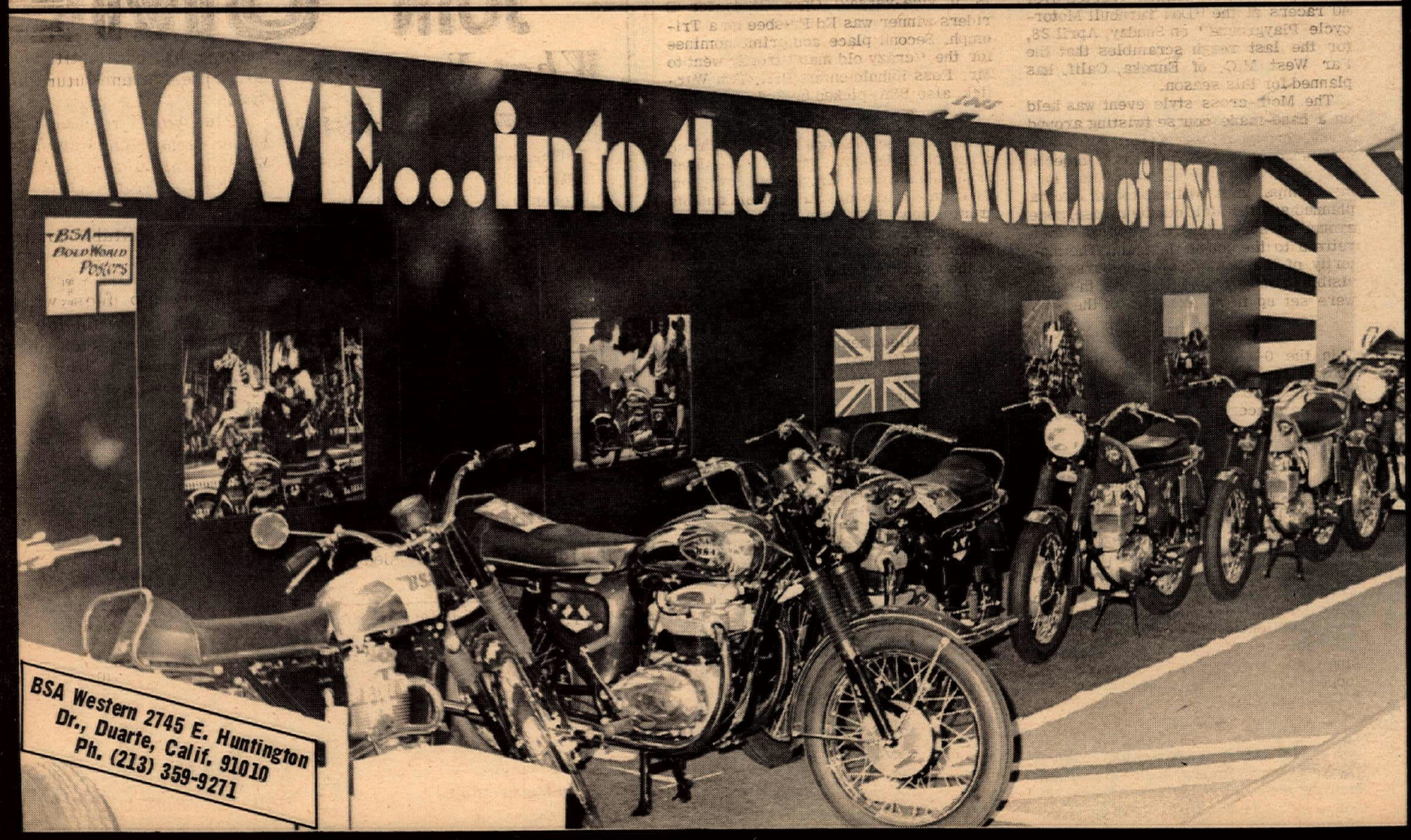

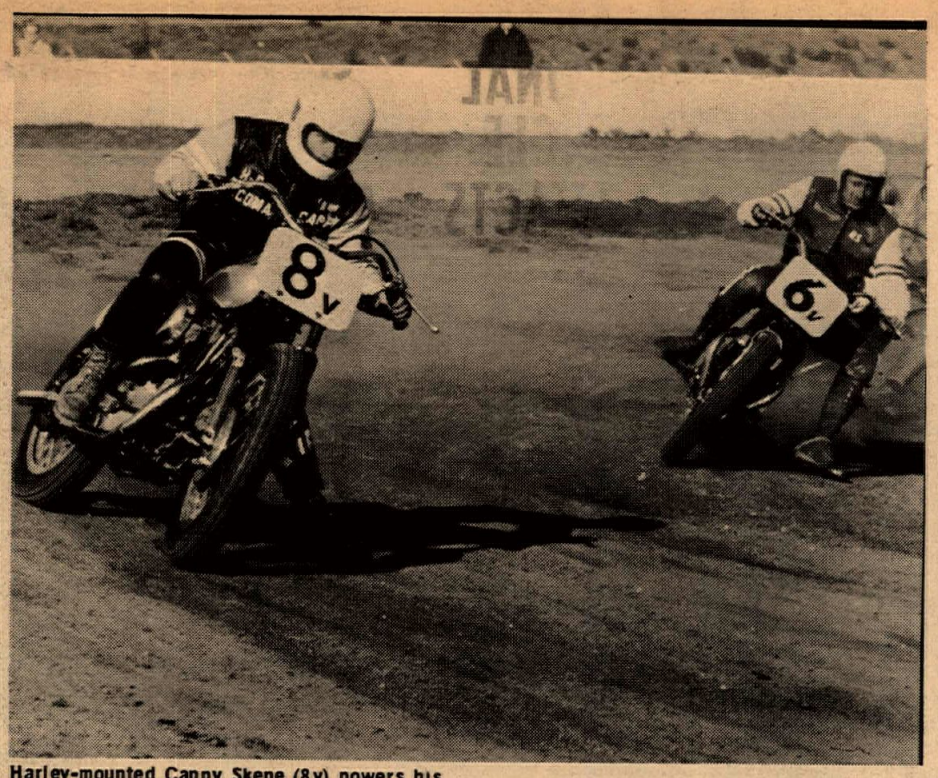

Harley-mounted Cappy Skene (8v) powers his way to victory in the Open A Class Main Event ahead of #6v Roger Stanley (Triumph). The lead changed hands at least ten times during the race.

Cooling off period for two slightly off-course Open Class compsters – #6v Roger Stanley (Triumph) and Harley rider Tiger Williams (90w), who manages a smile and wave in spite of it all.

SCRAMBLING AT CASTLE ROCK

Story and Photos by Vic Ebbutt

Taking advantage of beautiful, sunny weather on April 21, 167 motorcycle riders put on a performance for approximately 600 spectators that will not soon be forgotten at Castle Rock, Wash. On this, the most magnificent TT track in the Northwest, speeds are attainable that are unusual for a scrambles. Aided by a club that knows how to present an event properly, the affairs are always a success as attested by their being hosts to the National TT Championship each July.

To be brutally frank, the 100cc heats do not usually turn me on, but the duels between Mark Nimick and Bill Langley on their two Hodakas in the Trophy Dash and the Mains were as spectacular as any racing I have seen. Wheel to wheel and handlebar to handlebar, for five laps on the 5/8-mile track, the outcome was in doubt even as they crossed the finish line, but the winner was declared to be Mark in the Dash and Bill in the A Main.

Skene/Stanley Swap

The Open Class A Main proved to be the same type of race with Harley-mounted Cappy Skene of Tacoma and Roger Stanley, Washington's 1967 top Novice from Burien, swapping the lead at least ten times in the 10-lap event... Cappy's Harley gaining the lead in the stretch each time and losing it to Roger's Triumph on the turns. The finish line, being at the end of the stretch, must be responsible for Skene's victory, which he attained after riding nine laps with his brake pedal torn off. Though only five foot three and about 120 pounds, dripping wet, he is nine feet tall aboard his Harley-Davidson.

Bearded rider finds that the first turn is no place to take a nap. No injuries resulted, just ruffled feelings and slight discomfort.

Young Dan Kirk, riding a Kawasaki, had little trouble winning the 200cc A Main, nor did 15-year-old Jim Einarrson, in the 250cc A Main, also on a Kawasaki. Both boys are from Shelton, Washington.

Coming from far behind in the 12-bike 500cc "A" Main, Bob Reed of Vancouver did a beautiful, steady job of threading his way through the pack to take first.

Summing up this day's racing, it can be described fully with one word – Terrific!

(Results on page 16)

FAR-OUT FAR WEST MOTO-CROSS

By Tom Dilling

Sunny and clear weather greeted over 40 racers at the "Don Turnbull Motorcycle Playground" on Sunday, April 28, for the last rough scrambles that the Far West M.C. of Eureka, Calif. has planned for this season.

The Moto-cross style event was held on a hand-made course twisting around brush, through a clear area, and squeezing between large unmovable objects such as redwood trees and those big, big stumps. Jack Williamson of Arcata planned and then laid out the course, rode around at speed for five laps and then retired to the job of flagman. The majority of the half-mile-plus course was visible from any one place as the pits were set up in an area out of the way.

Cars to Bikes

In the 0-100cc class the final tally showed Hodaka-mounted Dave Luzzi in the number one spot. Dave is a retired stock car racer and seems to be figuring out the fast way around with a scooter too. Bill Hunter of "the Hodaka-out-to-lunch bunch" spent the afternoon tearing around with a big smile on his face and pulled the 2nd place trophy. Vernon Long could not seem to find a place long enough to use all the suds he has packed into his Honda and settled for 3rd.

Rob Roy Nielson used his Bultaco to win the 101-200 class. Second was another Bultaco rider, Dave Jackson. Third went to Honda-mounted Bill Nichols.

Brian Lee rode his new 250 Yamaha single to two very impressive first then looped it on the line at the start of the last 5-lap heat, picked her up, and with his adrenalin count up to about 100%, took after the troops and pulled a 3rd in the heat for overall first place trophy. Young Glenn Corner (Honda) took 2nd while showing some of the more mature racers how to get around a given distance in the shortest amount of time. Don (Darn) Wright ended up 3rd on his new Yamaha single. (I thought there was some kind of a rule about racing with a cigar in your mouth while wearing cowboy boots. Or is it vice-versa?) Open Class for B riders winner was Ed Frisbee on a Triumph. Second place and prime nominee for the "crazy old man" trophy went to Mr. Ross Kuhnle on his BSA. Tim Warlick, also BSA, picked up 3rd.

Three For Kuhnle

Expert-rated Gordon Kuhnle borrowed a nomad Bultaco for the 250 "A" class and made a lot of dust while fighting for 3 firsts. Trusty old Slim Jokela and his trusty new BSA were 2nd. Montesa-mounted Elwood Anderson tallied enough for 3rd. Iron Man Gary Howard was first in the Open "A" class with his Triumph. Lou Brero on his Husky was second.

Two special classes were run for the younger riders and for lack of anything else we called them Junior and Juvenile. Jay Minty (Honda) won the Junior Division with Yamaha-mounted Jerry Marquardt runnerup. The Juvenile event went to Scott Turnbull (Honda) with Lou Brero following on a much-modified machine that started life as a Yamaguchi but changed by his dad to fit him.

Very Special Trophy!

The Far West organization has a unique trophy that they just love to award for any reason. The trophy itself is the south half of a northbound horse but it is not called this. At this meet it was presented to Byrel Zollo for spraining his ankle in practice. That in itself is not too bad but he was wearing low-cut boots and is also our AMA referee. Congratulation, B.Z.

As mentioned, this event was held on Don Turnbull's property and I would like to say thanks to him from all motorcyclists. Don has donated his time and equipment to build roads, cut brush, build parking areas, install sanitary facilities, and also fight a legal battle over it all. He doesn't race – just works so we can.

Results will appear next week.

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ASCOT

SKIP DOES IT AGAIN AT ASCOT TT

Story by Carol Sims
Photos by Dennis Greene

Skip Van Leeuwen and Danny Macias' Triumph were once again the winning combination at the monthly Ascot Park TT Steeplechase program held Saturday night, May 6 over the Gardena, Calif. twist, turn and jump course.

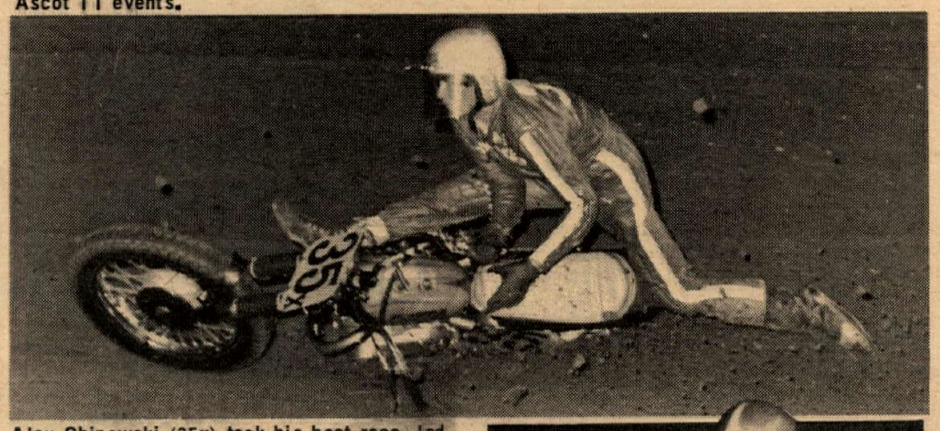
Steady Eddie Mulder (12) and his Triumph wound up third in the Trophy Dash, third in the Main Event.

#59 Skip Van Leeuwen, Triumph, and the winner's checkered flag are becoming a habit at Ascot TT events.

First Harley to finish the Main was that of 4th place Mert Lawwill (18), who had earlier won his heat race.

Alex Chinowski leaped into the lead on the first time around, then Ron Pierce took over on lap two. By lap 3 Mark Brelsford had moved into first place and held it for the rest of the ten laps.

Lots of position-swapping went on between Pierce and Chinowski as Jim Peterson (BSA) moved up to challenge. The first four were close all the way.



Alex Chinowski (35x) took his heat race, led the Amateur Main briefly, unloaded from his Triumph while fighting for 2nd.

It was the third time in three outings at Ascot that Van Leeuwen had turned back the Main Event troops, and by a healthy margin, too. But first he beat out Dallas Baker (BSA) in his heat race, then took the measure of Dusty Coppage (Triumph), Eddie Mulder (Triumph) and Mert Lawwill (H-D) in the 3-lap Expert Trophy Dash.

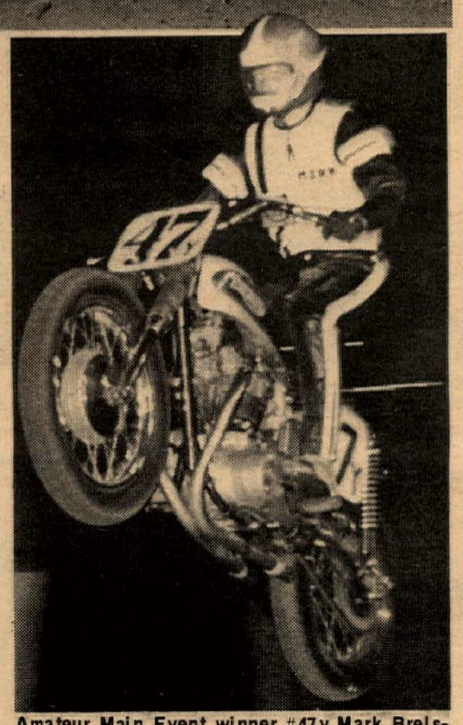
The Trophy Dash finish was a sign of things to come. Though Coppage grabbed the lead at the start of the final and held it for almost two laps, Skip came storming by on the front straightaway and was never headed thereafter. Dusty remained in second, and Mulder held third all the way.

Lawwill got by fellow Harley rider Cal Rayborn and Paul Bostrom (Triumph) in the early going to take fourth, while the most agressive performance of the evening was turned in by Dan Haaby (H-D).

Winner on the half-mile the night before, Haaby made the TT Main the hard way, beating out Bostrom, Jack Simmons (Norton) and Jack O'Brien (Triumph) in the semi for transfer positions to the 15-lapper. Then Dan worked his way up from far back in the pack (11th) to take over fifth ahead of Ralph White (Triumph), Bill Manley (Triumph) and Baker (BSA) at the checker.

Amateur Action

A three-way Triumph go for first place in the yellow-plate Main Event spiced up early lap proceedings. Heat race winner

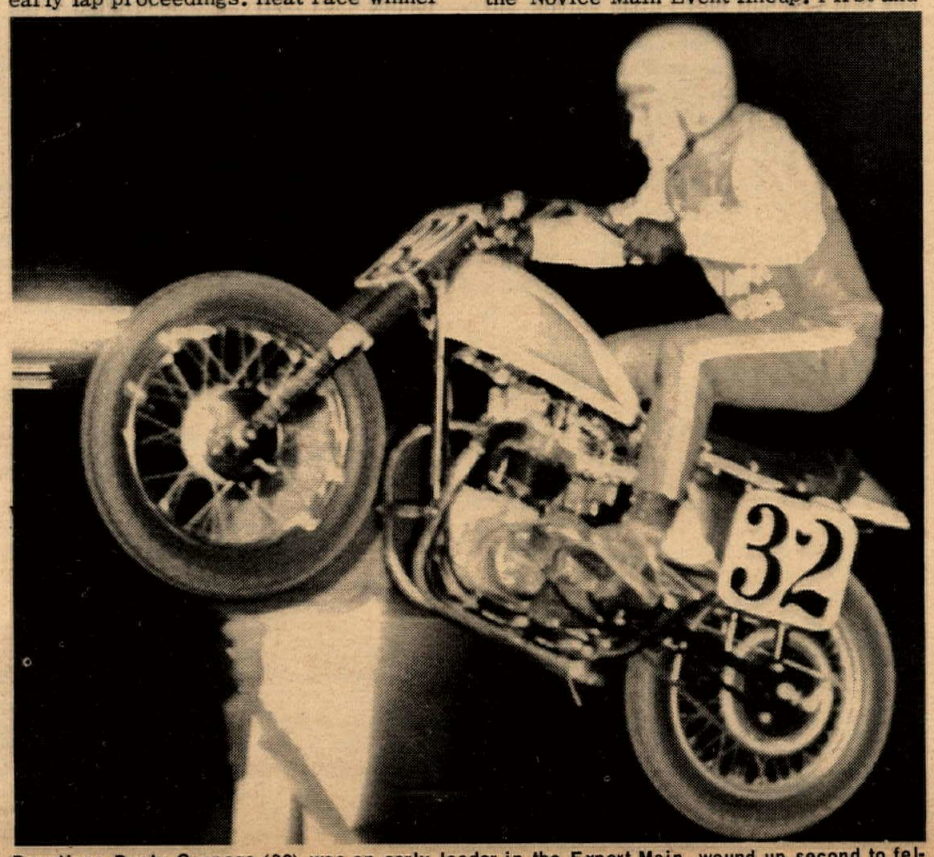


Amateur Main Event winner #47y Mark Brelsford comes over the jump. A real all-arounder, he was 2nd in half-mile race the night before.

But, with one lap to go, Chinowski got into the first turn a little too hot and went down, ending his chances for a top-spot finish. Brelsford led Pierce, Peterson, Jim Rice (BSA) and Butch Turner (Triumph) to the flag.

Hansen Hauls To Novice Win

Six jam-packed heat races sorted out the Novice Main Event lineup. First and



Dauntless Dusty Coppage (32) was an early leader in the Expert Main, wound up second to fellow Triumph ace Van Leeuwen in both Dash and 15-lap final.

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second place men went directly to the final; there was no semi.

After winning his heat race and beating Eric Olesen (Bultaco), Dave Hansen (Kawasaki) and Don Castro (Montesa) in the Trophy Dash, Yamaha-mounted Keith Mashburn was favored to take the final as well. And it looked as if the rapid all-arounder would do just that...until a little mix-up occurred with two laps to go. Mashburn and Dave Hansen tangled. Keith went down, and Dave continued on to victory. Following Hansen's Kawasaki came the Bultacos of Tim Thomas, Stan Rogers, Rick Newby, Gary Landry and Terry Donaher.

Spectacular Sidehack Crash

The Harley-Davidson sidehack teams of Clem Pettis/Ottis Cheek and Dean Hummer/Rulan Gulbransen ran 1-2 in the 8-lap Main Event for three-wheelers, ahead of Triumph-mounted Mike Parti and Ed Morris.

But a spectacular three-rig crash in an earlier heat race narrowed the field considerably...and sent two men to the hospital, one of whom wound up in the lake at the north end of the infield. No report was available on hospitalized Carroll Gerardy and Jim Moffitt at presstime.

(Results on page 16)

Right: Kawasaki-mounted Dave Hansen here takes Yamaha rider Keith Mashburn out of turn and on to first in Novice Main. Keith retired with gearbox problems and gas tank mounts shot!

Clem Pettus and H-D hack passenger Ottis Cheek lead H-D-mounted Dave "Crash" Roesch and passenger Jim McNeal through turn coming onto jump.

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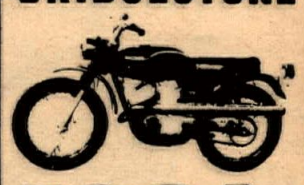
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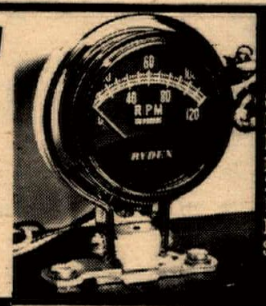
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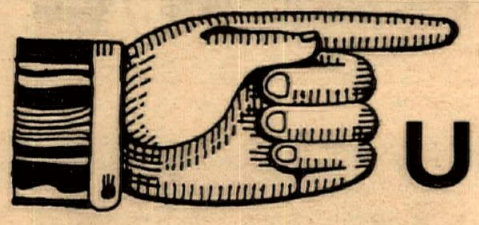
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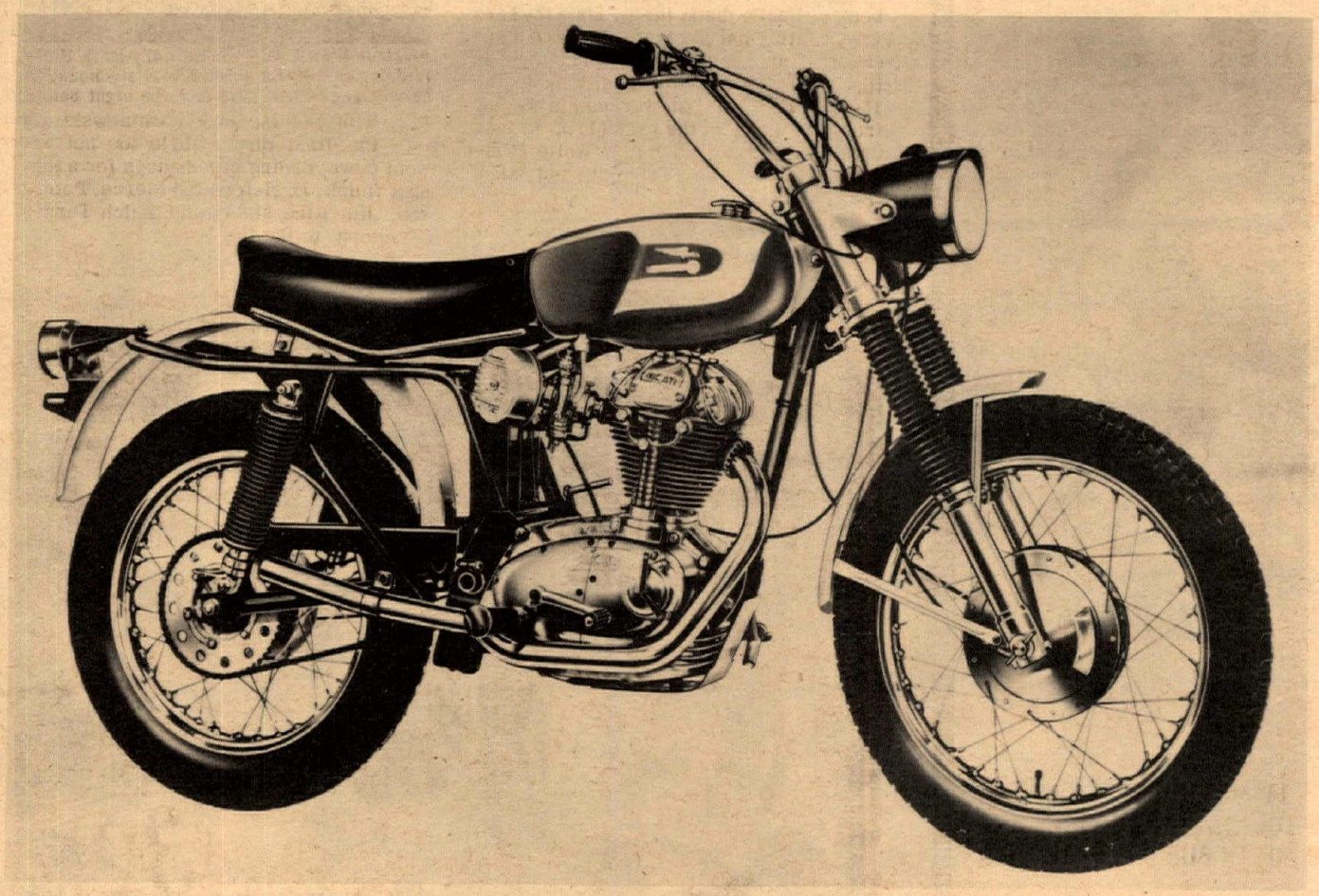

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3rd Art Swortfiguer – Honda
350 – 500 Amateur Class
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2nd Orvis Stacy – BSA
3rd Ron Clawson – Triumph
4th Stan Sibley – Triumph
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CASTAIC MOTO-CROSS CLASH

Wailing along in the 250 Senior event are #15 Russ Darnell (Greeves) and #33 Bob Bailey, riding moto-cross and Yamaha single for the first time.

Gary Bailey and his Greeves took the measure of all 500cc Senior competition at Castaic.

Third place in the 500cc Senior moto-cross went to Ronnie Nelson (Montesa), who followed BSA-mounted Chuck Minert in final standings.

Story and Photos by John Shedd

The monthly ACA moto-cross was held Sunday, May 6 at Castaic Park, Calif. under an overcast sky. The air was cool, but the competition was strictly torrid. The riders were greeted with a new course, and they all seemed to like it quite well. It was a little tighter in some spots than the old one, and by reversing the directions of the race, two steep uphills were added, which sent many riders back to the bottom for another start.

There were only three 100cc Seniors, so they ran them with the Junior class which was large enough to require two separate series of motos with a final race pitting the top riders of the series. The action started at noon with Gary (Hodaka) Bailey leaping to the lead in the first 100cc moto. Junior Tom Rapp was second, and he soon took over the lead when Gary retired with mechanical woes. Tom and his Hodaka had a cakewalk in all three motos, with Bailey out of the way, but in the fourth and final moto, he had his problems with Hodaka mounted Rusty Burkert and had to come from behind to take the win.

Another rapid Bailey, Gary's brother Bob, took the lead out of the hole in the first 250cc Senior moto on a Yamaha single. John DeSoto, the latest addition to the Viva Team, was running a close second on a new five-speed Montesa, with Greeves-mounted Gary Bailey in third.

DeSoto pulled ahead of Bob to take the lead only to lose it to Gary who went on to win the moto. DeSoto stole the lead in the second moto with Greeves-mounted Russ Darnell, second and Gary Bailey third. After a frantic chase, Darnell managed to take the lead from DeSoto and Bailey soon followed him to second and then overtook him to win the moto. In the third moto, Bob Bailey again moved out first to take the lead, followed by Conrad, DeSoto and Darnell. DeSoto seemed to be getting the feel of the new bike, and immediately passed Conrad and pulled in behind Bob Bailey. It wasn't long before he found the way and moved by Bob to win the moto. Gary Bailey had mechanical problems and was unable to finish the final moto, so the class win went to Russ Darnell.

#50 Kurt Lohmeyer (Bultaco) leads 250 Jr. winner Timothy Hart (CZ).

The 500cc Junior and Senior classes were combined with the Open Class and the resulting motos produced some of the closest racing of the day. BSA-mounted Chuck Minert bounded into the front spot in the first moto followed by Open Class rider Gene Smith on a Triumph, Al Baker, out for the second time on a new CZ, and Maico-mounted Lon Peterson. Gary Bailey and Ron Nelson (Montesa) got bad starts and were back in the pack but coming on strong. Bailey moved into third, and Nelson followed him up to fourth.

In the second moto, it was Al Baker rocketing out in front only to muddy up his tires in the freshly watered mudhole and then lose it in the corner. Bailey pulled by to take over with Minert chasing. Nelson killed his engine on the start and again had to fight his way through traffic, but was unable to get in striking distance of Bailey.

The final moto was Minert all the way. Baker was running a close second for a short time, but Nelson came thundering by and chased Minert all the way to the flag. Bailey came out on top when the points were counted with Minert taking second and Nelson third.

(Results on page 16)

Grant Van Tech

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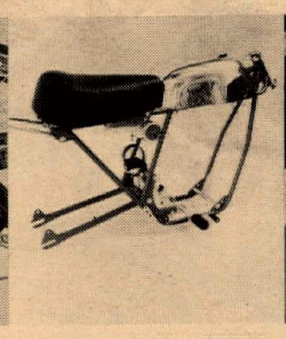

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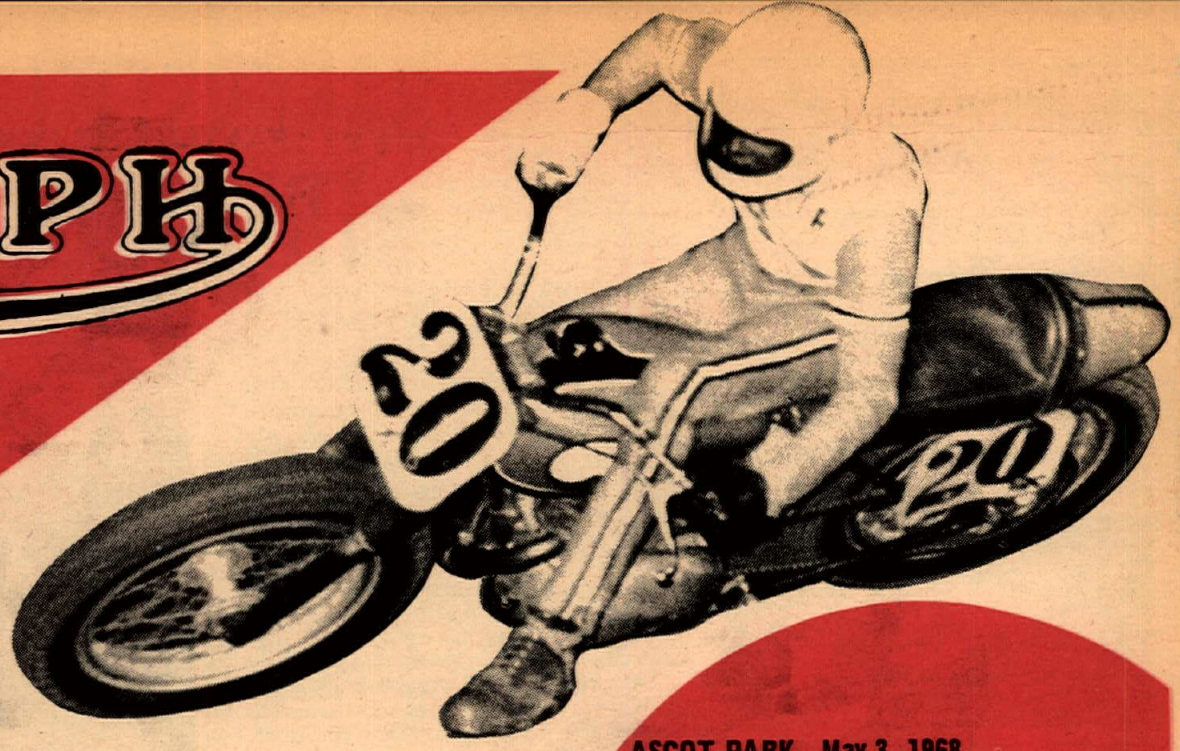
TELEPHONE 213:382-1375

Tall in the saddle, Maico rider Lon Peterson, 5th 500 Senior.

TRIUMPH ®

68



ASCOT PARK...May 3, 1968
Amateur Half-Mile Main Event

1st TOM ROCKWOOD - Triumph

ASCOT PARK...May 4, 1968
Expert TT Main Event

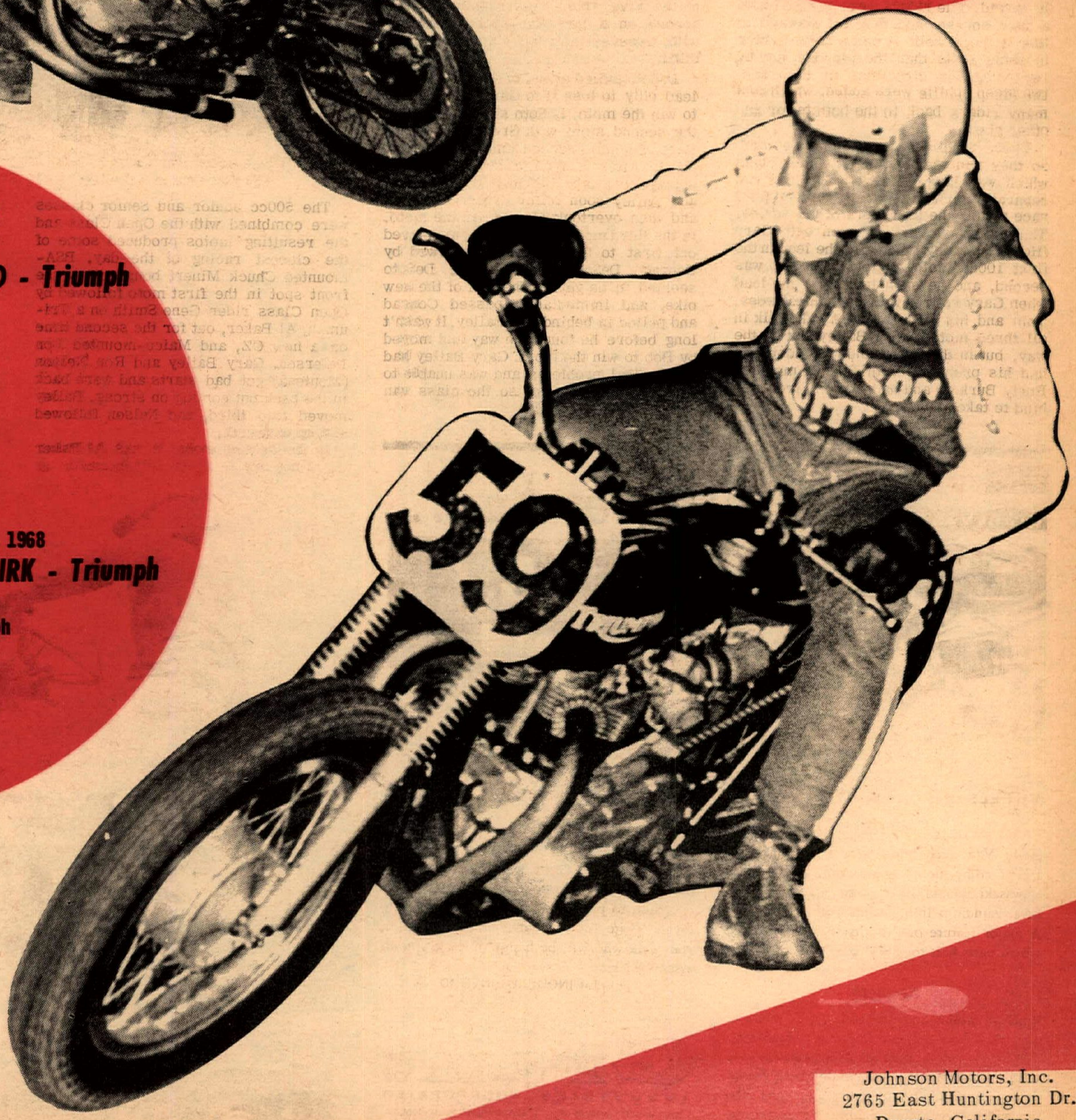
1st SKIP VAN LEEUWEN - Triumph

(Skip also won the Trophy Dash)

2nd DUSTY COPPAGE – Triumph
3rd EDDIE MULDER – Triumph
4th Mert Lawwill – H-D
5th Dan Haaby – H-D

ASCOT PARK...May 4, 1968
Amateur TT Main Event

1st MARK BRELSFORD - Triumph



DESERT VICTORY

Southern Calif. M.C.
HARE SCRAMBLES – May 5, 1968

1st OVERALL STEVE KIRK - Triumph

2nd Open Ex. – 4th Overall
DUSTY COPPAGE – Triumph
1st Open Am. – 9th Overall
DAVE BREWER – Triumph

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BAKERSFIELD SPROCKETS TRI-STATE SCRAMBLES

Story by Ernie Winslow
Photos by Jack Light

The Fifth Annual Tri-State presented by the Bakersfield Sprockets on Sunday, May 5 was a smoothly run TT Scrambles program with a large turnout of riders and plenty of spectators to appreciate the fine show these fellows put on.

The small bikes started the show off with Ken Greene and Ron Typer, both riding Moto-Betas, taking home the trophies in the Novice event. The Amateur go saw two 125cc Kawasakis leading the pack with Dick Sweaney of Riverside nosing out Dave Sprayberry for first.

Sizzling Small Bikes

The Experts found Joe Roseberry and his potent Kawasaki far out in front and pulling away in the first moto when the flame went out, and Joe pushed it across the finish line. After repairing a sticky float, Roseberry came back and zapped the field in the next two motos to wind up second. Dave Aldana and a swift Suzuki won the first moto and edged Roseberry to take the first place gold back to Santa Ana. Wade Zimmerman of Reseda, riding a Bultaco, grabbed the third place trophy.

Ron Tobey on a 175cc Bridgestone won the Novice event from wire to wire...but only after some feverish pit work as Ron unloaded in practice and destroyed the front end. Montesa-mounted Mike Parkison journeyed up from Northridge to find the Sprockets' track to his liking and nailed down second. The 200 Novices put on a hard fight with Norwalk's Don Jones and a hard-runing Bultaco the winner. Rick Blake, riding Griff Motorcycle's powerful 175 Bridgestone, won all three moto-crosses to take the Expert trophy in the 175-200 Amateur-Expert go. Everett Binkley of Taft put his Bultaco through its paces to be the first Amateur across the line.

Lotsa Two-Fifties

The 250cc Novice affair was the biggest turnout of the day. After four hotly-contested heat races, the main event was strictly Jeff Johnson. This lad turned in a very smooth ride aboard Mel Dineson's well-prepared Royal Enfield. Dineson's Bakersfield shop has turned out some of the finest riders in the state and it looks like Johnson is no exception.

Torrid 250 competition involves #39 Norm McKenzie, #25 Steve Davis, winner #45 Rick Newby (all on Bultacos) and #68 Tom Brimmage (Kawasaki).

Rick Newby, riding under the colors of Bakersfield Motorcycle, showed his usual stylish form as he sewed up the 250cc Amateur class with comparative ease. Ken Wise brought a steady-running Harley down from Hanford to place second.

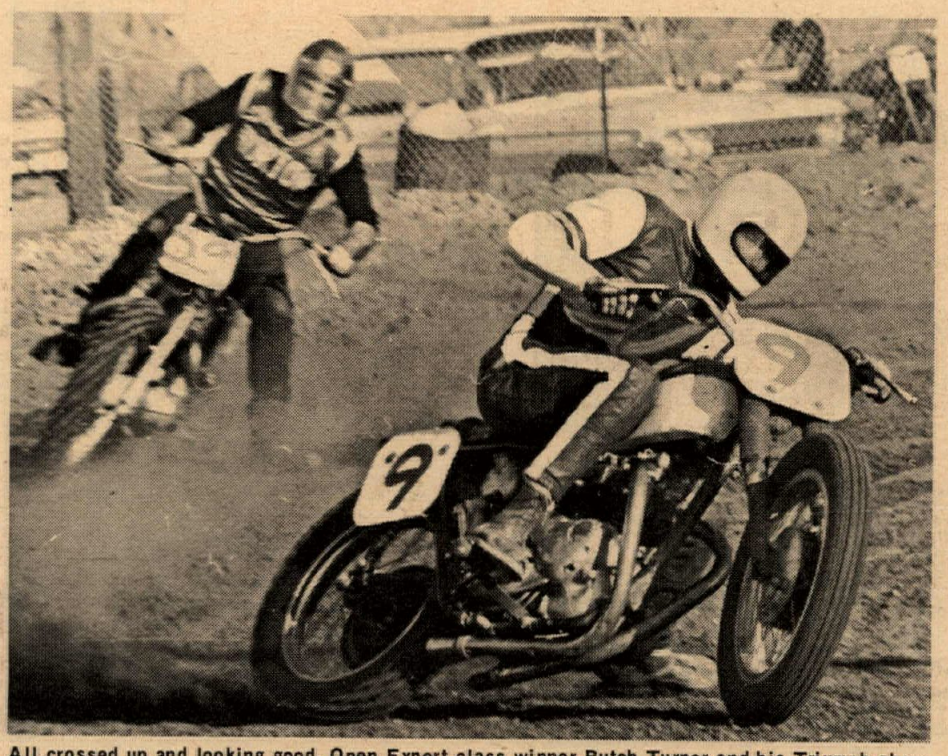
Lane Leaps

The 250cc Experts staged the classiest race of the program. Mike Lane on his new Yamaha single took the measure of the likes of Sid Payne, Steve Nason and Ron Pierce. The lead changed many times between these four trophy winners but Lane was in fine form. Not only did Mike win this event but was in striking distance in the 125cc Expert clash until he seized an engine. To put the finishing touch on a fine day for Lane he threw his leg over a Royal Enfield and picked up a third place trophy in the Open Expert class with the big boys. This is quite a feat since Mike weighs about 80 pounds soaking wet. If this boy finds any more rides, the track is going to have to furnish him with taxi service from the pit area to the starting line.

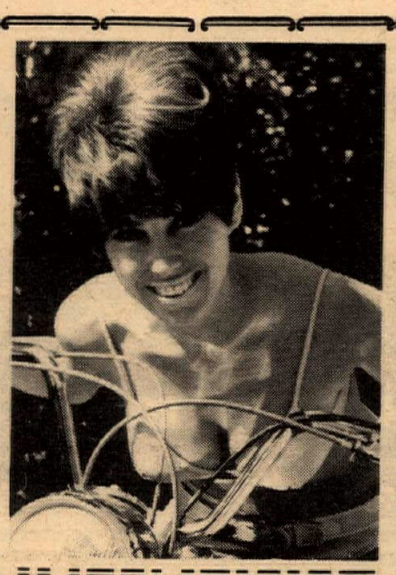
Art Swortfiguer won the 350cc class on a Honda but Pete Willis and a hard-running Ducati more than kept things respectable. The 500 Novices were left in a lurch by Tom Church and a 360cc Bultaco. The Amateurs put on a fine race with Orvis Stacey on a BSA squeaking by Mike Keene's Matchless.

Midge Griffith and his dirt-throwing Norton won the Open Novice with very little strain. Moving into the Amateur class, Mike Middleton made his first appearance a profitable one with Dick Allen of Newhall winding up second. Butch Turner showed the rest of the Open Experts how it should be done as he breezed to another easy victory. Custom Engineering's Triumph ridden by Ron Pierce was putting all the horses on the ground and Ron is the boy who can handle them as he fought his way through the pack to pick up a well-earned second.

(Results on page 16)



All crossed up and looking good, Open Expert class winner Butch Turner and his Triumph show the way home to Norton-mounted Alvin Griffith.



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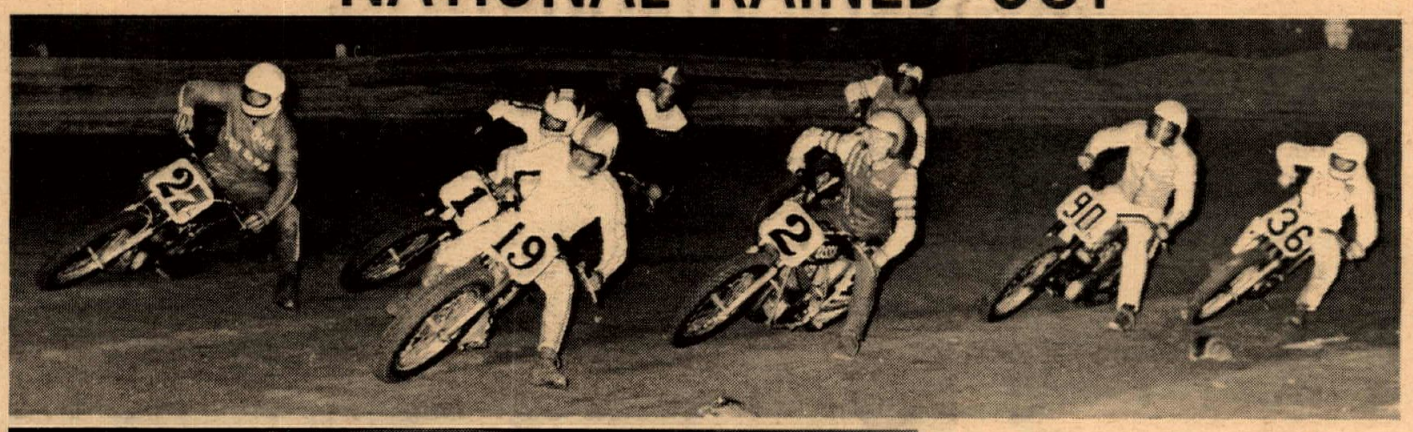
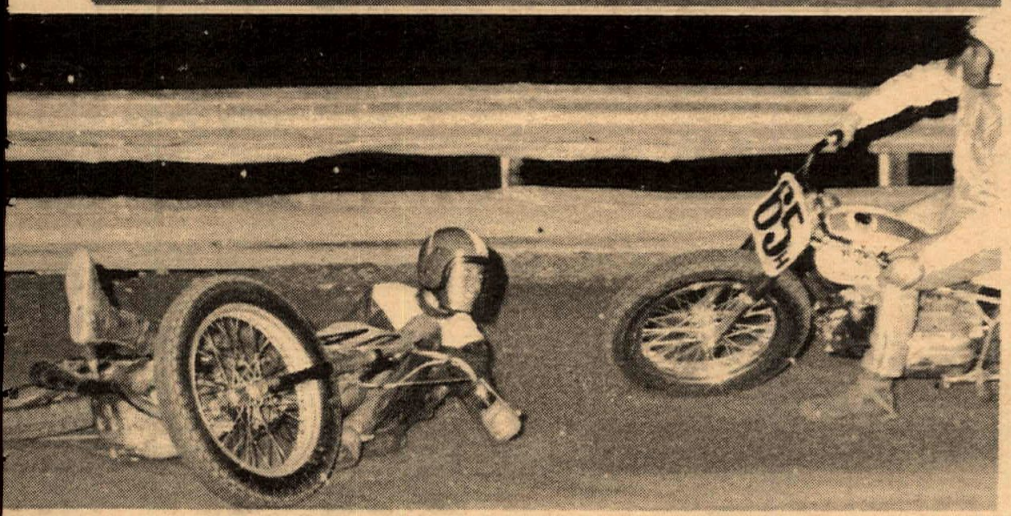
SHORT TRACK RACES HELD BUT ATLANTA NATIONAL RAINED OUT



The night before the scheduled Atlanta, Ga. National, a full field of top-notch riders took part in short track events at Zebulen Speedway near Griffin, Ga. Above: Ray Little leads a heat race that includes such notables as Grand National Champion Gary Nixon (1) and Dick Mann (2). Left: Here Freddie Nix (95) is ahead of fellow H-D rider Roger Reiman (55), but Reiman went on to 2nd place in the Main.



A tumble, a prayer...and everything turned out all right.

Story and Photos by Gary Fleetwood

The 7-Mile AMA National Championship scheduled for April 28 at Atlanta, Georgia's Hampton Downs half-mile race track was called off due to a pre-noon deluge of rain.

After the cancellation, with most racers having already left and spectators being turned away, the sun appeared and together with a brisk breeze began to dry out the sandy surface of the course.

It appeared the track could definitely been worked into fine racing shape by 2:30 p.m. At this point your reporter reluctantly left the track, sharing a part of the racers' apparent disgust and disappointment in the premature cancellation of the National.

Short Track Success

The Saturday night before, a Three Star AMA quarter-mile short track race was held at the Zebulon Crazy-Eight Speedway, south of Griffin, Ga.

An official noted that this was the largest attendance ever to witness an event at the track, and spectators were certainly not disappointed in the racing. The riders put on a very good show, the track was well prepared and all events were run smoothly.

Darrel Dovel, now residing in Atlanta, was in fine form, showing the way around in the feature to capture first place ahead of fellow Harley rider Roger Reiman of Kewanee, Illinois, and Baltimore's Triumph-mounted Grand National Champion Gary Nixon.

(Results on page 16)

National Number 45, Darrel Dovel, swooped the troops to win the Main Event at Zebulen Crazy-Eight Speedway. Darrel now resides in Atlanta.

Here's Don Twigg, National Number 31, fighting hard to take up as much race track as possible, The Hagerstown, Maryland rider wound up 6th in the final.

GOODYEAR EXPANDS

Plans for expansion and modernization of bicycle and motorcycle tire testing laboratory facilities at The Goodyear Tire & Rubber Company's New Bedford plant have been announced by A.L. Rodgers, plant manager.

Goodyear is the nation's leading producer of motorcycle and bicycle tires. The New Bedford plant manufactures all of the company's bicycle tires and a share of its motorcycle tires.

Rodgers said the new installation, scheduled for completion by mid-summer, will provide four times the present New Bedford tire testing capacity. Cost of the project was not revealed.

Included in the expansion will be installation of additional resiliometers, machines with large flywheels against which tires rotate under severe load and other punishing conditions. Rodgers said controlled, accelerated tests in the laboratory provide a number of evaluations in a short time, enabling engineers to make decisions on new designs and materials before proceeding to equally important field and in-service testing.

Goodyear also conducts motorcycle and bicycle tests in Akron and at the company's tire proving center near San Angelo, Tex.

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RESULTS

BUSHMASTERS MOTO-CROSS
Beaumont, Cal.
Sun., April 21, 1968

By Rich Walden

125cc CLASS
1. Don Grieve Hod
2. Earl Roeseler Zun
3. Larry Cook Yam
4. Ron Grieve Hod
5. Rich Walden (tie) F.S.
5. Alan Guiliany (tie) Zun
7. Rusty Burkett Hod
8. Mark Blackwell Hod
9. George Luther Yam
10. Arlis Kellogg Hod

HEAVYWEIGHT CLASS
1. John Bailey Bul
2. Jim Bruns Tri
3. Wayne Prescott Tri
4. Norm McDonald Gre
5. Bill Kruger BSA
6. David Hernandez Hus
7. Rick Miller Mon
8. Clete Hruska Hus

LIGHTWEIGHT CLASS
1. Bob Riley Gre
2. Jimmy Thomas Gre
3. Jim Close Gre
4. Bill Turner Gre
5. Jim Piette Kaw
6. Dave Fletcher Hus
7. Joe Mulleneaux Gre
8. Al Adkins Yam
9. Allen Welcome Gre
10. Jim Cook Bul

LIONS DRAG RESULTS
Sun., April 28, 1968

TOP STOCK: Sommers Suz 13.33g 98.14
TOP MODIFIED: Cash Suz 12.56–103.09
TOP GAS: V. Rowles Suz 12.02–109.40
TOP FUEL: B. Murray Tri 9.92–155.44

STOCK STREET:
AA – Speedy H-D 13.88– 79.43
A – White H-D 14.48– 91.37
B – Sprague Tri 13.31– 98.00
C – Sommers Suz 13.33– 98.14
D – Middleton Yam 14.62– 87.63
E – James Suz 14.68– 86.04
F – Osborn Hon 18.80– 67,82

MOD. STREET:
D – Stroud Yam 14.03– 98.06
E – Cash Suz 12.56–103.09

GAS:
A – Bailey H-D 12.10–111.00
E – V. Rowles Suz 12.02–109.40
F – Rightmyer Yam 19.86– 65.74

FUEL:
A – Boris Murray Tri 9.92–155.44
B – Bob Ebeling Tri 10.82–134.32

IRWINDALE DRAG RESULTS
Sat., April 27, 1968

TOP FUEL: B. Murray Tri 9.58–154.63
RUNNER UP: J. Smith H-D 10.16–144.69

LIONS DRAG RESULTS
Sunday, May 5, 1968

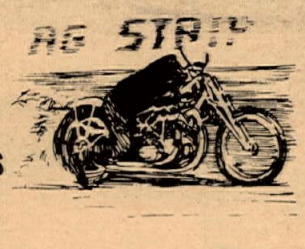
STOCK STREET:
AA – Speedy High H-D 13.17– 98.14
B – Willmans BSA 14.48– 93.26
C – Hinds Hon 14.38– 89.02
D – Smith Hon 14.92– 85.40
E – Janes Suz 14.86– 85.00
F – Osborne Hon 19.44– 64.37

GAS:
A – Abarms H-D 12.18–110.02

IRWINDALE DRAG RESULTS
Sat., May 4, 1968

TOP FUEL:
Boris Murray Tri 9.67–154.00

RUNNER UP:
Joe Smith H-D 9.44–148.00



SO. CALIF. M.C. HARE SCRAMBLES
Calif. City, Cal.
Sun., May 5, 1968

By Dick Wright

1. Steve Kirk Op Ex. Tri
2. Jack Byers 500 Ex. Tri
3. Bill Bogner 250 Ex. Hus
4. Dusty Coppage Op. Ex. Tri
5. Bill Friant 250 Ex Oss
6. Bill Hutton 500 Ex. Hus
7. Lynn Fortner 500 Am. Hus
8. Robert Rodine 250 Ex. Hus
9. Dave Brewer Op. Am. Tri
10. James Martino 500 Ex. Hus

TRAIL BIKES
1. Jack Morgan E Hod
2. Frank Morgan E Hod
3. Jack Froelich E Bul
4. Mark Rader N –
5. Jim Jacklett E Hod
6. Wes Andersen Jr. E Hod
7. Don Reynolds A –
8. Mark Wilson N –
9. Jack Spencer A –
10. George Ramey A –

DEADMAN'S POINT EUROPEAN SCRAMBLES
Sunday, April 7, 1968

100cc CLASS
1. Bob McLaughlin Sac
2. Wes Anderson Jr. S.S.
3. Mike Keena Hod
4. Carl Steven Sac
5. Don Grieve Hod
6. Bill Barkkari Hod
7. Jim O'Neal Bul
8. Steve Paul Zun
9. Dave Coulter Hod
10. Norman Johnson Hod
11. Steve Herbt Hod
12. Doug Field Hod

250cc CLASS
1. Glenn Thomas Gre
2. Dave Lopera Gre
3. Nick Marcinkovich Hus
4. Joey Sanders Gre
5. Sam Fisk Hus
6. Dick Breker Hus
7. Cliff Herington Jr. Gre
8. Steve Rinker Gre
9. L. Pfutzenreuter Bul
10. Don Hill Gre
11. Gordon Schmid Bul
12. Bill Shutter Mon

OPEN CLASS
1. John Bailey Bul
2. Doyle Fields Tri
3. Tim Smith Mon
4. Dennis Rempel Hus
5. Buddy Ferro Tri
6. Wes McAllister Tri
7. Carl Spahr Tri
8. Ken Johnson Mai
9. Tom Martin Tri
10. Bob Stewart Tri
11. Clete Hruska Hus
12. Ray Shafer Tri

Note: All trophies will be presented at the next race, May 4, at 2:00 p.m.

DUSTERS M.C. TT SCRAMBLES
Colorado Springs, Colo.
April 21, 1968

By B. Dickerson

100cc MOTO-CROSS ("A" & "B")
*1. Larry Lippert (B) Suz
2. Don Palmgren (B) Yam
*3. Tim Richards (A) Bul
4. Jim Harris (A) Hod
5. Dana Carpenter (B) Hon
6. Michael Mickelsen (B) Yam

250cc "B" MAIN
*1. Larry White Bul
*2. Jim Tatum Bul
*3. Bob Neumeister Bul
4. Peter Hubbard Mon
5. John Kopeiski Yam
6. Dennis Ward Suz

250cc "A" MAIN
*1. Roy Velasquez Bul
*2. Louie Taglioli H-D
*3. Leroy Blackswear Bul
4. Allen Futamata Bul
5. Mike Willett Bul

500cc MOTO-CROSS
*1. Dave Lucero Tri
*2. Nick Miller BSA
*3. Lee Parker BSA
4. Bill Wayne BSA
5. Gene Zika Tri
6. Stan Hensley Bul
7. Ray Arnold BSA

OPEN "B" MOTO-CROSS
*1. Stan Adams BSA
*2. John Harris BSA
3. Phil Latham Tri
4. Charles Love Tri
5. Ed Gordon Tri

OPEN "A" MOTO-CROSS
*1. Rick Deane Tri
2. Bill Burr BSA
3. Sonny Anderson Tri

BAKERSFIELD CYCLIERS HARE SCRAMBLES
Bakersfield, Calif.
Sun., April 7, 1968

SWEEPSTAKES WINNER
G. Jones 500 Ex. BSA

* 1. Jack Lambert 1 Op. Ex. Nor
* 2. Bill Oliver 1 500 Ex. Hus
3. Lon Peterson 2 500 Ex. Mai
* 4. George Walker 1 250 Ex. Kaw
* 5. Tom Miles 1 500 Nov. BSA
* 6. Henry Patrick 1 500 Am. Tri
7. Jim Bellach 2 Op. Ex. Tri
* 8. Jay Bellach 1 Op. Am. Tri
9. Don Houser 2 250 Ex. Kaw
*10. John Mcoy 2 500 Nov. –
*11. Robert Williams 1 650 Nov. Tri
*12. Bill Stegall 2 Op. Nov. Tri
13. Bob Flint 3 500 Ex. Tri
14. Marv Schaefer 3 Op. Nov. Tri
*15. John Donley 1 500 Am. Hus
16. Dave Brewer 2 Op. Am. Tri
*17. Al Fox 1 250 Am. –
*18. Mike Spangler 1 305 Nov. Hon
19. Tom Brimage 2 250 Am. Kaw
20. Don Massey 3 500 Nov. Tri T
*21. Larry Heser 1 250 Nov. Hon
22. Tom Bradshaw 4 Op. Nov. Tri
23. Dale Arrant 5 Op. Nov. Tri
*24. Bill Block 2 250 Nov. Jaw
25. Bob Moore 3 250 Nov. Bul

SMALL BIKES
* 1. Tom Stockwell 1 100 Nov. Sac
* 2. Jim Amato 2 90 Nov. Hod
* 3. Bill Bateman 3 90 Nov. Hon
4. Tom Davis 4 80 Nov. Sac
5. Barney McCay 5 90 Nov. Hod
6. Mike Lane 6 90 Nov. Hod
7. Carmon Minder 7 80 Nov. Sac
8. B.M. Hodge 8 100 Nov. M-B
* 9. Pete Harrison 1 100 Ex. Hod
10. Ken Greene 2 100 Am. M-B

* Denotes trophy winner
(Trophies may be picked up at our next event or from Bakersfield Muffler Service, 301 19th St., Bakersfield, Calif.)

CASTLE ROCK SCRAMBLES
Castle Rock, Wash.
Sun., April 21, 1968

By Vic Ebbutt

TROPHY DASHES
100cc: Mark Nimick Hod
200cc: Dan Kirk Kaw
250cc: Jim Einarrson Kaw
500cc: Bob Roller Mai
OPEN: Cappy Skene H-D

100cc A MAIN
1. Bill Langley Hod
2. Mark Nimick Hod
3. Rich Durward Hon

200cc A MAIN
1. Dan Kirk Kaw
2. Jim Nishols Hon
3. Walt Pries Bul

250cc A MAIN
1. Jim Einarrson Kaw
2. Bill Elder H-D
3. Jerry Robertson Bul

500cc A MAIN
1. Bob Reed Mai
2. Jim Delker Duc
3. Bob Roller Mai

OPEN A MAIN
1. Cappy Skene H-D
2. Roger Stanley Tri
3. Jim Nichols Nor

CLEAR SPRINGS SPORTSMAN ROAD RACES
Clear Springs, Tex.
Sun., April 21, 1968

By John Blanton

250 PRODUCTION (5 laps)
1. John H. Moyer Bul
2. Darryl Hurst Yam
3. John A. Beckley Kaw
4. Richard Long Hon

OPEN PRODUCTION (5 laps)
1. Bennie Campbell Suz
2. Bill Ratcliff Tri
3. Rusty Bradley Yam
4. H.A. Caldwell Tri

100 HEAT (5 laps)
1. Darryl Hurst Yam
2. Edward C. Green Suz
3. Bennie Campbell Suz
4. Keith Jenkins Bri

200 HEAT (5 laps)
1. Mike Kidd Bul
2. Larry Beall Cim
3. Alan Dye Hon
4. Bobby Sandridge Hon

250 HEAT (4 laps)
1. Mike Cone Yam
2. Dan Graves Duc
3. Leroy Ferry Duc
4. Dan Antilley Kaw

OPEN HEAT (5 laps)
1. Leroy Ferry H-D
2. Rusty Bradley Tri
3. Ray Smith Tri
4. Jody E. Delgado Hon
5. Edwin L. Ballard Tri

200 FINAL (7 laps)
1. Mike Kidd Bul
2. Alan Dye Hon
3. Steve Littlefield Hon
4. David Watkins Bri
5. Larry Beall Cim

OPEN FINAL (7 laps)
1. Rusty Bradley Tri
2. Leroy Ferry H-D
3. Mike Cone Yam
4. Jody E. Delgado Hon
5. Dan Graves Duc

AMA SPORTSMAN ROAD RACE Carlsbad, Cal.
Sun., April 26, 1968

PRODUCTION

CLASS I
1. Chuck Claydon Suz

CLASS II
1. Frank Smith Suz
2. Terry Nelson Hon

CLASS IV
1. Bob Lend Bul

CLASS V
1. Tom White Hon
2. Tom Jorgensen Duc

UNDER 250cc GP
CLASS I
1. John Lasater Suz

CLASS II
1. Mike Lane Hod
2. Chuck Claydon Kaw
3. Colin Jones Hon

CLASS IV
1. Whitney Blakeslee Bul
2. Frank Smith Kaw

250 & OVER GP
CLASS V (250cc)
1. Walt Fulton Kaw
2. Mike Lane Yam
3. Ellis Bole Suz

CLASS VI (to 350cc)
1. George Roche Hon

CLASS VII (to 500cc)
1. Jody Nicholas BSA
2. Bruce Holland Tri
3. Jim Kojaku Tri

CLASS VIII (Open)
1. Mike Wells Tri

2nd ANNUAL SILVER STATE CLASSIC TT SCRAMBLES
Las Vegas, Nev.
Sun., April 28, 1968

By Maureen Lee

50cc MOTO
1. Kurt Lewis Hon
2. Jay Lewis Yam
3. Steve Herrera Hon
4. Rick Parker Hon
5. Duane Bennett Hon

100cc NOVICE MAIN
1. Gary Wells Bri
2. Dick Green M-B
3. J.C. Lewis Hon
4. Robert Boyd Hod
5. Robert Revett Hod

100cc AMATEUR MOTO
1. Bob Saunders M-B
2. Richard Maigin Hod
3. Floyd Lewis Hon

100cc EXPERT MOTO
1. Fred Edwards Yam
2. Steve Scott Bul
3. Bob Tooley Yam
4. Steve Stricklin Hod
5. Jerry Willingham Bul

200cc COMBINED MOTO
1. Alex Armstrong Bul
2. Neil Winston Bul

250cc NOVICE MAIN
1. Randy Ellis Bul
2. Alex Armstrong Bul
3. Bill Williams Bul
4. Ron Ringen Kaw
5. Arne Adkison Bul

250cc AMATEUR MOTO
1. Ray Vanderpool Yam
2. Dave Linear BSA
3. Russell Shull Bul
4. Claude Long Yam

250cc EXPERT MOTO
1. Fred Edwards Yam
2. Steve Scott Bul
3. John DeSoto Mon
4. Chuck Hatcher Kaw
5. Eric Oleson Bul

350cc NOVICE MOTO
1. Bob Vacca Bul
2. Ray Vand Yam
3. Mike Cuberson Bul
4. Edwin Young Hon
5. Jim Woolwine Bul

350cc AM-EXP. MOTO
1. Chuck Boyle Bul
2. Norm McDonald Bul
3. Dean Hensley

500cc NOVICE MOTO
1. Alex Armstrong Bul
2. Bob Vacca Bul
3. Dick Stever Tri
4. Steve Chambers Tri
5. Bob Walling Hus

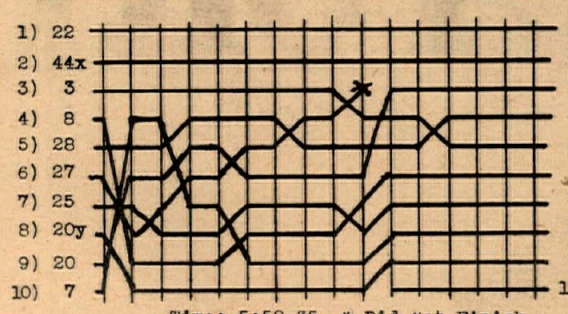
500cc EXPERT MOTO
1. Jim Hunter BSA
2. Steve Scott Bul
3. John DeSoto Hon
4. Dave Linear BSA
5. Tony Denius H-D

OPEN NOVICE MOTO
1. Andrew Hernandez Tri
2. Robert Forrest Tri
3. Gary Smith Tri
4. Perry Armstrong Tri

OPEN AM-EXP. MOTO
1. Ben Fakkeldy Tri
2. Bob Ward Tri
3. Ron Mallory Tri
4. Dick Bullock BSA
5. Bob Coffman BSA

SIDEHACKS
1. Dave Roesch/Jim McNeil H-D
2. Steve Sechler/Joe Gardner BSA

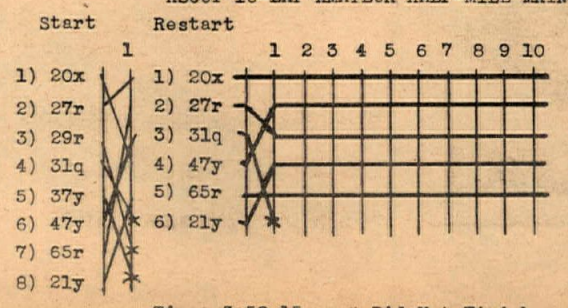
ASCOT 15-LAP EXPERT HALF-MILE MAIN — Lap Charts by Carol Sims



1) 22 Dan Haaby (H-D)
2) 44x DeWayne Keeter (BSA)
3) 20 Gene Romero (H-D)
4) 28 Jim Nicholson (Tri)
5) 3 Al Gunter (Mat)
6) 8 Shorty Seabourne (BSA)
7) 25 Cal Rayborn (H-D)
8) 7 Sammy Tanner (BSA)
9) 20y Lloyd Houchins (BSA)
10) 27 Chuck Jones (BSA) *

Time: 5:52.35 * Did Not Finish

ASCOT 10-LAP AMATEUR HALF-MILE MAIN



1)20x Tom Rockwood (Tri)
2)47y Mark Brelsford (BSA)
3)27r Geezer Emick (BSA)
4)21y Don Harms (H-D)
5)65r Norm Elledge (Tri)
6)31q Jack Wilkinson (Hon) *
7)29r Marshall Jennings (BSA) *
8)37y Bruce Anderson (Tri) *

Time: 3:58.15 * Did Not Finish

ACA CASTAIC MOTO-CROSS
Castaic, Cal.
Sun., May 5, 1968

By John Shedd

OPEN CLASS
1. Gene Smith — Tri
2. Lyle Taylor — Tri

500cc SENIOR
1. Gary Bailey — Gre
2. Chuck Minert — BSA
3. Ron Nelson — Mon
4. Al Baker — CZ
5. Lon Peterson — Mai

500cc JUNIOR
1. John Maynard — Bul
2. Ken Locke — Tri
3. Ron Wilson — Hus
4. Bob Mortensen — Mai
5. Henry Wessell — BSA

350cc CLASS
1. Badger Maynard — Bul

250cc SENIOR
1. Russ Darnell — Gre
2. Gary Bailey — Gre
3. John DeSoto — Mon
4. Gary Conrad — Suz
5. Bob Bailey — Yam

250cc JUNIOR
1. Tim Hart — CZ
2. Kurt Lohmeyer — Bul
3. Don Shore — CZ
4. Tim Morrison — CZ
5. George Etheridge — Hus

175cc CLASS
1. Gerald Shere — Mon

100cc SENIOR
1. Daniel Etheridge — Hod

100cc JUNIOR
1. Tom Rapp — Hod
2. Rusty Burkert — Hod
3. Bruce Barron — Bul
4. Jeff Creager — Gau
5. E.C. Birt — Hod

ASCOT PARK TT
Gardena, Cal.
Sat., May 4, 1968

15-LAP EXP. MAIN EVENT
1. Skip Van Leeuwen — Tri
2. Dusty Coppage — Tri
3. Eddie Mulder — Tri
4. Mert Lawwill — H-D
5. Dan Haaby — H-D
6. Ralph White — Tri
7. Bill Manley — Tri
8. Dallas Baker — BSA
9. Cal Rayborn — H-D
10. Paul Bostrom — Tri

10-LAP AM. MAIN EVENT
1. Mark Brelsford — Tri
2. Ron Pierce — Tri
3. Jim Peterson — BSA
4. Jim Rice — BSA
5. Butch Turner — Tri
6. Bob Hynes — Tri
7. Monte Dennett — Tri
8. Rick Otto — Tri
9. Rob Harrison — Tri
10. Don Stoudner — Tri

NOV. MAIN EVENT
1. Dave Hansen — Kaw
2. Tim Thomas — Bul
3. Stan Rogers — Bul
4. Rick Newby — Bul
5. Gary Landry — Bul
6. Terry Donaher — Bul
7. Steve Bass — Bul
8. Jim DiSimone — Bul
9. Jim West — Bul
10. Eric Olesen * — Bul

* Did Not Finish

ASCOT HALF-MILE PT. STANDINGS (As of 5-3-58)

EXPERTS

1.	Dan Haaby	H-D	236 Pts.
2.	DeWayne Keeter	BSA	174
3.	Shorty Seabourne	BSA	94
4.	Gene Romero	H-D	70
5.	Randy Say	BSA	70
6.	Chuck Jones	BSA	666
7.	Jim Nicholson	Tri	.60
8.	Phil Todd	BSA	60
9.	Paul Conserriere	BSA	50
10.	Al Gunter	Mat	50
11.	Jan Crawford	H-D	30
12.	Cal Rayborn	H-D	30

AMATEURS

1.	Tom Rockwood	Tri	212
2.	Don Harms	H-D	160
3.	Mark Brelsford	BSA	140
4.	Rick Elisarraras	BSA	80
5.	Steve McCants	BSA	80
6.	Marshall Jennings	BSA	80
7.	Eddie Morris	Mat	70
8.	Alex Chinowski	Hon	70
9.	Jack Wilkinson	Hon	70
10.	Geezer Emick	BSA	70

NOVICES

1.	Keith Mashburn	Yam	200
2.	Dennis Kanagae	Kaw	170
3.	Terry Donaher	Kaw	130
4.	Don Dudek	Yam	120
5.	Frank Gillespie	Suz	100
6.	Dave Stroman	H-D	90
7.	Eldon Hinkle	Suz	80
8.	Harold Salsberry	Suz	80
9.	Freddie Edwards	Yam	76
10.	Ian MacLaghlan	Duc	70

ASCOT PARK HALF-MILE
Gardena, Cal.,
Fri., May 3, 1968

15-LAP EXP. MAIN EVENT
1. Dan Haaby — H-D
2. DeWayne Keeter — BSA
3. Gene Romero — H-D
4. Jim Nicholson — Tri
5. Al Gunter — Mat
6. Shorty Seabourne — BSA
7. Cal Rayborn — H-D
8. Sammy Tanner — BSA
9. Lloyd Houchins — BSA
10. Chuck Jones — BSA*

Time: 5:52.35

10-LAP AM. MAIN EVENT
1. Tom Rockwood — Tri
2. Mark Brelsford — BSA
3. Geezer Emick — BSA
4. Don Harms — H-D
5. Norm Elledge — Tri
6. Jack Wilkinson — Hon*
7. Marshall Jennings — BSA*
8. Bruce Anderson — Tri*

Time: 3:58.15

8-LAP NOV. MAIN EVENT
1. Keith Mashburn — Yam
2. Dennis Kanagae — Kaw
3. Terry Donaher — Kaw
4. Fred Edwards — Yam
5. Dave Stroman — H-D
6. Don Dudek — Yam
7. Rory Randall — Yam
8. Don Castro — Mon
9. Don McAlear — Bul
10. Dwayne Lundberg — Yam

Time: 3:19.46

10-LAP SIDEHACK MAIN EVENT
1. Dean Hummer/Rulan Gulbransen — H-D
2. Mike Parti/Ed Morris — Tri
3. Dave Roesch/Jim McNeal — H-D
4. Carroll Gerardy/Whitey Houck — H-D
5. Jim Moffitt/Jack Moffitt — BSA
6. Bob Vacca/Bob Yacenda — Hon

ZEBULON SPEEDWAY SHORT TRACK
Griffin, Ga., April 27.

By Gary Fleetwood

1. Darrel Dovel — H-D
2. Roger Reiman — H-D
3. Gary Nixon — Tri
4. Ronnie Rall — H-D
5. Ray Little — —
6. Don Twigg — —
7. Jim McMurren — H-D
8. Dick Mann — Oss

SPROCKETS TRI-STATE TT SCRAMBLES CHAMPIONSHIP
Bakersfield, Cal.
Sun., May 5, 1968

By Ernie Winslow

90 NOVICE
1. Ken Greene* — M-B
2. Ron Typer* — M-B
3. Jim DeLarge — Yam
4. Jack Rea — Kaw
5. Jay Davis — Bri

90 AMATEUR
1. Dick Sweaney* — Kaw
2. David Sprayberry* — Kaw
3. Gary Scott — Hon
4. Dana Thompson — Suz
5. Darrell Smith — Bri

90 EXPERT
1. Dave Aldana* — Suz
2. Joe Roseberry* — Kaw
3. Wade Zimmerman* — Bri
4. Randy Matthews — Hon
5. Steve Nichols — Hon

175 NOVICE
1. Ron Tobey* — Bri
2. Chuck Parkinson* — Mon
3. Mike Rendick — Mon
4. Don Bacot — Bri
5. Gary Walker — Hon

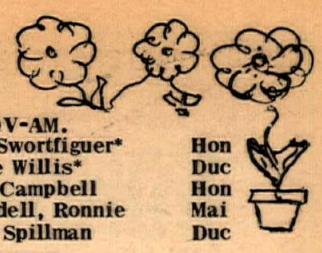
200 NOVICE
1. Don Jones* — Bul
2. Gary Reiley — Bul
3. Bob Moores — Bul
4. Cecil Bailes — Bul
5. Mike Crum — Bul

175-200 AM-EX.
1. Rick Blake (E)* — Bri
2. Everett Binkley (A)* — Bul
3. Art Carter — Bul
4. Randy Matthews — Bri
5. Steve Bray — Bul

250 NOVICE
1. Jeff Johnson* — R-E
2. Gil Robbins* — Duc
3. Max Carpenter* — Bul
4. Craig Ingalls* — Bul
5. Howard Howell — CZ

250 AMATEUR
1. Rick Newby * — Bul
2. Ken Wise* — H-D
3. Norm McKenzie — Bul
4. Avery Hensley — Mon
5. Tom Brimage — Kaw

250 EXPERT
1. Mike Lane* — Yam
2. Sid Payne* — Bul
3. Steve Nason* — Kaw
4. Ron Pierce* — Suz
5. Tod Stoan — Mon



350 NOV-AM.
1. Art Swortfiguer* — Hon
2. Pete Willis* — Duc
3. Jim Campbell — Hon
4. Rondell, Ronnie — Mai
5. Ron Spillman — Duc

500 NOVICE
1. Tom Church — Bul
2. John Potter — BSA
3. Del Colby — BSA
4. Elwood Hein — Tri

500 AM-EX.
1. Orvis Stacey* — BSA
2. Mike Keen* — Mat
3. Clarence Pitman — Tri
4. Don Lenar — BSA
5. Bob Bennett — BSA

OPEN NOV.
1. Midge Griffith* — Nor
2. Bill Ezemack — Tri
3. Ron Bode — Tri
4. Joe Garban — Tri
5. Jim Spiker — Tri

OPEN AMATEUR
1. Mike Middleton* — Tri
2. Dick Allen* — Tri
3. Terry Morairty — Tri
4. Tom Lynch — Tri
5. Darrell Graham — Tri

OPEN EXPERT
1. Butch Turner* — Tri
2. Ron Pierce* — Tri
3. Mike Lane* — RE
4. Carroll Jackson — Tri
5. Tim Thomas — Tri

* Denotes Trophy Winners

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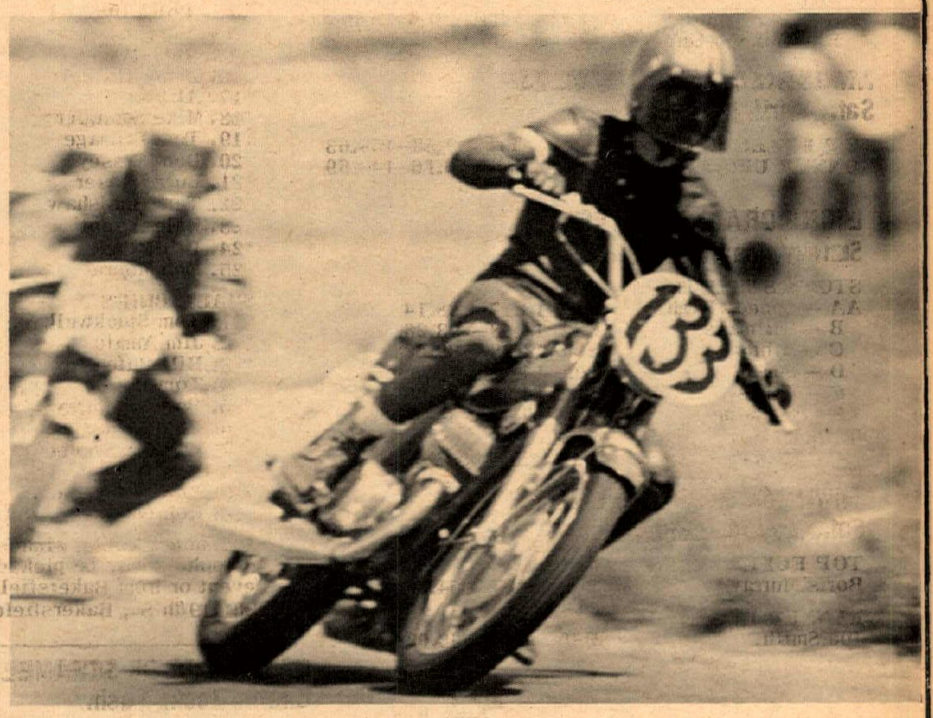
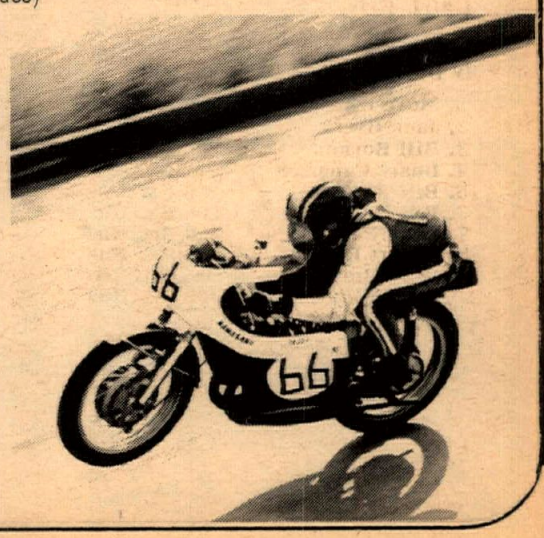
VACA VALLEY RACEWAY – May 5, 1968



1st OVERALL 500 Production Class — DAVE BURCHARDS- SUZUKI
(Dave rides for Monroe Motors. This was his third win in a row on the fast Suzuki, he also took third in the 500 GP Class)

500 Grand Prix Class
1st RON GRANT
SUZUKI



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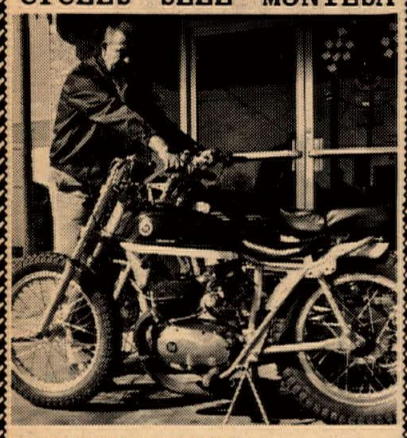

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2nd ANNUAL SILVER STATE CLASSIC

Randy Ellis (613) won the 250cc Novice Main; others are #15x Bill Williams, #747 Neil Winston and #715 Alex Armstrong.

Story and Photos by Maureen Lee

District 37 riders journeyed to just about the furthest limits of their District for a point run April 28th; Las Vegas, Nevada. The Silver City Scramblers were the host club and a very good race they threw.

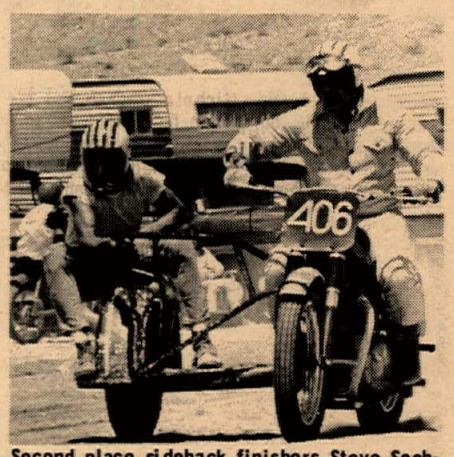
The day almost got off to a dismal start when the water truck broke down in town. The Scramblers didn't want to let practice start until the track was watered as it would have been ruined quickly and they had spent hours preparing it. So the track owner hired two diesel mechanics at an exorbitant hourly wage to repair the truck right then and there giving the riders time to bench race, work on machines or as Gene Frew said at riders meeting, "for the Californians to nurse their hangovers in the clean air and sunshine." Heavens Gene, didn't you know we only went to Las Vegas to race? How could you think such a thing of us!

Lotsa Diggers

Anyway, after a short time the truck appeared and after practice it was off to the wars. There were actually three contests going, those between the local riders and the out-of-staters, the individual battles and those between the District clubs who made the trip. The Dirt Diggers by far fielded the biggest turnout; everywhere you looked all you could see were red and white stripes (some had eyes to match....I'm kidding fellers!) and they had riders in every class but the 50cc. Their biggest challenge came from the Gripsters who arrived with bikes in a huge truck bearing signs like "here come de judge" etc., and riders and friends in a Greyhound bus. The Lightweights had a nice group and so did the Viewfinders but it was complete victory for the Dirt Diggers by the end of the day.

The 50cc class was dominated by the Lightweights group with Kurt Lewis winning, Jay Lewis second, Steve Herrera third (and first Novice) and Rick Parker fourth.

Comin' round the mountain — #1 John Rice (Honda), #3 Jim Hunter (BSA) and #33 Dave Linear (BSA). Hunter won 500cc Expert moto, Linear wound up 4th, Rice ran off the race track, but neither man nor machine suffered damage.



Second place sidehack finishers Steve Sechler and Joe Gardner (BSA) were beaten out by Dave Roesch and Jim McNeil (H-D).

In the 100cc classes the best racing was naturally in the Expert motos with Steve Scott of the Dirt Diggers on a Bultaco Lobito and Fred Edwards (Yamaha) squaring off. These two really put on a show and the spectators went wild. Scott, who is master of the sliding technique, would pull up on Edwards on the sweeper by going high and throwing up a rooster tail all the way around and sometimes would pass him, but Flying Freddie would nail him back in the tight sections and coming out of the last "S", his Yamaha appeared to be just a shade faster...but only a shade. It was wild! One time Steve didn't quite make it through one turn and headed for a hill where John Rice and your reporter were watching. We scrambled, believe me! Afterwards, Steve said happily, "I knew it was you guys, just be there and wait when I get on the 250!" We declined the offer! Fred ended up the winner and Steve second with third going to Bob Tooley on another Yamaha, who had to work hard to get it as Steve Stricklin (Hodaka) and Jerry Willingham (Lobito) were all in there with him.

Bob Saunders on his hot little Moto-Beta won the 100 Amateur but Richard Maigin on a Hodaka was always right behind. Winner of the Novice class was little Gary Wells on a Bridgestone. This Las Vegas youngster really flew and it was a brand new bike that had been picked up at midnight the day of the race! Mike North, another local Bridgestone rider, started off the Main in the lead with Gary right after him but had the misfortune to go down hard and lose over a lap, but he got going again and finished the race. Another Moto-Beta took third with Dick Green riding it and J.C. Lewis on a Honda ended fourth. If you wonder about all the Lewises in the lightweight classes, yup, they're all from the same family and are the backbone of the Lightweight M.C.

Little Gary Wells of Las Vegas flew to the 100cc Novice Event win on a Bridgestone that was acquired the night before the race.

Only four riders signed up for the combined 200 class, one blew in the pits, one was disqualified, but the host club let the other two go ahead and ride anyway and Alexander Armstrong and Neil Winston had a ball with the whole track to themselves. The theory at Vegas is that this is for fun, which is as it should be, and they let everyone ride and have fun even to the point of letting some riders compete in two classes (but only in one officially) to give them more time on the track and the spectators more enjoyment.

Randy Ellis of the Lightweights on a Bultaco won the 250 Novice class but we saw a really neat bit of riding on the checkered flag lap. There is a tight little "S" bend on the track ending in a left hander onto the straight with a cliff going straight up on the right (the track is in the bottom of an old sand pit). Bill Williams and Ron Ringen (Kawasaki) were battling it out for second and third with Alex Armstrong in fourth. Williams and Ringen went into the first part of the "S" way too hard, forgetting the old adage that it's the last turn in a series of bends that's the important one and they went too wide leaving just enough room for Armstrong who was really using his head to duck to the inside and gas it into the next little bend, into the last left hander and down to the checkered flag for the second place. Neat!

The 250 Amateurs only had four surviving by the end of the third moto with Ray Vanderpool (Yamaha) winning and Dave Linear (BSA) second. Russell Shull (Bultaco) wrapped up third and Claude Long on his new Yamaha the fourth. Those new singles really look good.

It was Edwards and Scott at it again in the Expert with Flying Freddie again the winner. John DeSoto on a Montesa and all the way from Honolulu got the third and Kawasaki rider Chuck Hatcher the fourth.

Big Bores

Moving into the big bores things got a little confusing to watch as these were the classes where some of the guys rode twice but the racing sure was good. Chuck Boyle of the Dirt Diggers (otherwise known as Fast Charlie) on a Bultaco, returning to competition after a five year lay-off, won after passing John Rice (Honda) and pushing hard on Tony Denius (H-D) both of whom were "unofficial" entries in the 350 Amateur-Expert.

Jim Hunter (BSA) won the 500 Expert class with Steve Scott (El Bandido) second. John DeSoto on a Honda took the third and really looked great. Tony Denius on that beautiful little Harley ended fourth. John Rice was going great but the front end came up on him after the jump and he couldn't bring it down in time to make the start of the sweeper. The end result was that John went off the track and just couldn't make it up the very steep bank. As an example of how he looked watch "Laugh In" and the kid on the tricycle! But we're happy to report that neither John or the Honda suffered damage.

Ben Fakkeldy, wearing the colors of Bellflower Triumph, took the Open Amateur-Expert honors with his customary smooth style and by the time his last moto came up it was hard to look smooth on that track! It really broke up. Bob Ward (Triumph) came in for second and Ron Mallory (Triumph) from Kingman, Arizona got third. In the third moto Ron had his fans cheering wildly as he really pulled up on Fakkeldy.

A pat on the back this week goes to Williams Motors who sponsor four hacks out of their shop including the winning one Sunday with the team of Roesch and McNeil. Dave Roesch told us that he has never lost a race or not finished one due to a mechanical failure and we think that's something to be proud of. The hacks had fun but couldn't really go all-out as the track just isn't wide enough for them to pass so the starts counted.

Everyone had a good time; there were a few gripes but when do we have a race day without a few? The Silver City Scramblers worked hard and went out of their way to thank the out-of-state riders who had made the journey. We give them a pat on the back because of the neat riders meeting they had. Gene Drew didn't lay the law down, he said that it was to be a fun day, it wasn't for money so look out for the other guy and the only thing he really watched for was going off the track. You had better return where you left it or wait until the very last rider passed you or it would be a black flag. In fact that riders meeting was an inspiration for a future column, so thanks Gene!

(Results on page 20)

CARLSBAD-NICHOLAS ROAD RACE

By John A. Grout

Photo by Dennis Greene

If ever there was a dual-purpose term to describe road racing here in Southern California, it would have to read: "A Jody Nicholas Race." For Jody just keeps on looking better with each and every race. Of course, this stuff is not new to him by a long way, considering all the havoc he's created at a little spot named Laconia; but, isn't he going faster now than he went then?

A lot of riders in the Open Class on Sunday, April 28 at Carlsbad would swear to it as a fact. Nicholas, aboard his potent BSA, proceeded to systematically pulverize all opposition afforded him for the Main Event...and this was the eighth straight time aboard this 500 Beezer that it had happened!

Jody had to overcome the rapid start of Triumph-mounted Bruce Holland, but once they had hit the second turn, there was a new leader. And, from that point on to the final flag, all the other riders had to be content for an occasional dice with another man who was going their speed.

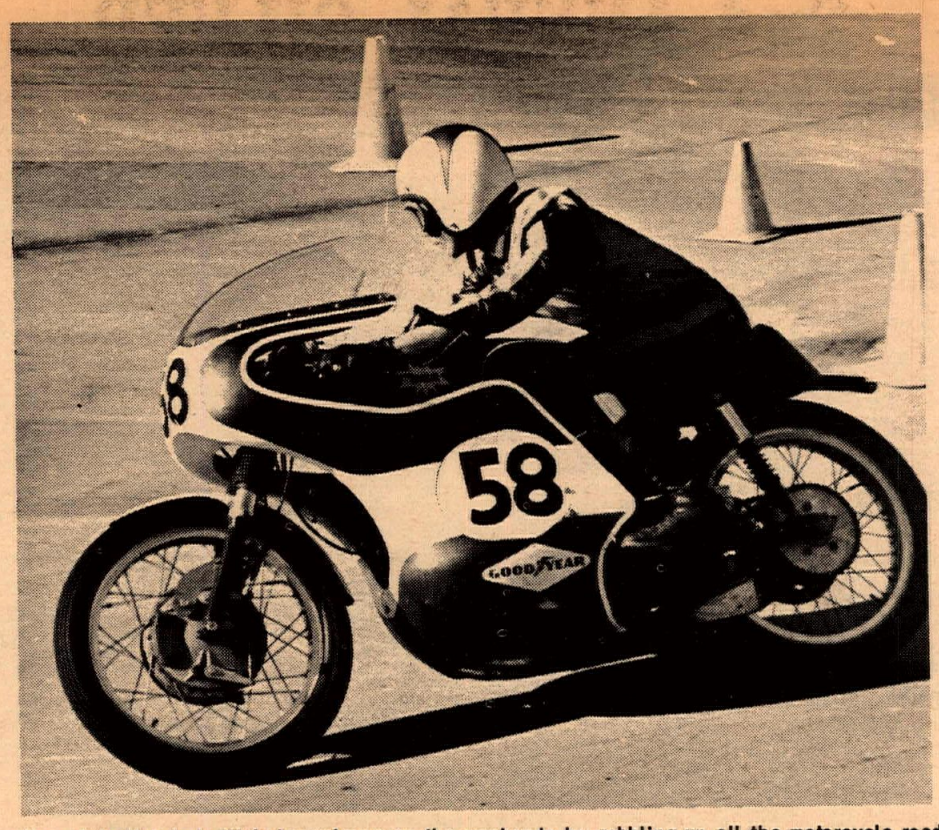
In the six-lap Production Main, it was Bob Lend in front all the way on his Bultaco 200. Behind Bob came the 250 Honda of Tom White and the Ducati 250 of Dave Jorgensen, having a real back-and-forther all around the track. And for a real race in this class, it was Frank Smith on his Suzuki 80 against Chuck Claydon on an astonishingly fast Suzuki 50. These two men were so close at the finish that it was almost a toss-up as to who did win it.

Coming next to the Grand Prix Main Event, it was Whitney Blakeslee in for the win again on his Bultaco 200. The Kawasaki 175 belonging to Frank Smith took second, and just behind him was another ripping fast small bike...the Hodaka 90 of Frank Lane.

Finally, it was time for the Open Class Main Event. This race was run as a combined 250cc through Open Class event. And it was here that Mr. Nicholas did his scrunching of all opposition. However, Walt Fulton on a Kawasaki 250 factory bike took a second overall and first in his class, and wasn't too seriously challenged by any other 250 in the race, particularly after Ron Pierce retired for the day with some kind of big engine trouble. Third spot went to Bruce Holland, while in for fourth was Yamaha-mounted Mike Lane.

The next road race at Carlsbad will be held sometime in the early part of June. Watch for the announced date. But, for further competition on the Carlsbad complex, there will be a championship moto-cross race on May 19. And then, of course, Orange County will be holding their next road race on Mother's Day... so bring your moms and come on out!

(Results on page 16)



Navy jet pilot Jody Nicholas relaxes on the weekends by gobbling up all the motorcycle road racing competition he can find at Carlsbad Raceway, near his San Diego base. The last Carlsbad outing found Nicholas out-distancing all others as he roared to Open Class victory mounted on a 500cc BSA. The combined 250-Open event saw Kawasaki-mounted Walt Fulton Jr. take second overall and first in his class, ahead of Bruce Holland (Triumph).

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DUSTERS HOST ALL COMERS AT CALHAN

Story by B. Dickerson
Photo by Phil Latham

The big happening in Colorado on Sunday April 21, was the TT Scrambles sponsored by the Dusters M.C. of Colorado Springs. This scrambles has been held for the past several years on the third Sunday of every month from April through September. The Dusters M.C. is a competition club in Colorado Springs but the races are held on the County Fairgrounds half-mile track at Calhan, Colorado which is located on the plains about 40 miles east of Pikes Peak.

The day was a typical spring day for the Rockies, overcast, cool, with a gusty wind scudding across the plains. The hearty spectators hunched deep into their collars and sat in stands originally built to house rodeo and horse race enthusiasts.

This event drew 43 entrants including riders from Denver, Pueblo, Fort Collins, Westcliff, and Boulder from the eastern slope and Grand Junction, Gunnison, and Aspen from the western slope.

Officials ran all events moto-cross style except the 250cc class which had heat races. The youngest entrant was spunky Tim Richards, 12, from Pueblo. Sorry, didn't find out the age of the oldest. He's keeping mum.

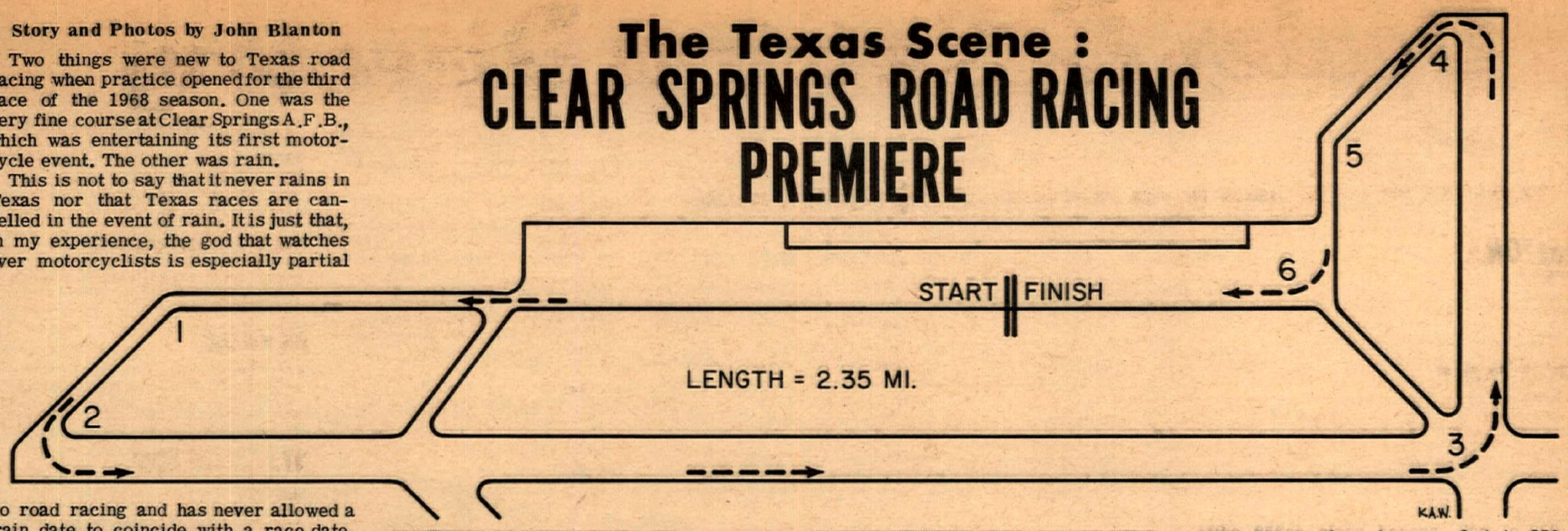
The 100cc B was won by Larry Lippert of the Dusters with Don Palmgren of Colorado Springs coming in a close second. Tim Richards of Pueblo won the 100cc A Class. The 250cc B Main was taken by Larry White of Fort Collins, Colo. Ray Velasquez of Grand Junction won the 250cc A in a very exciting race for the finish. Dave Lucero of Aurora, Colorado grabbed two firsts and a second in the 500cc moto-cross to put him in first place for a beautiful trophy. In the Open Class B Stan Adams of Colorado Springs had to do some hard fast riding to keep his first place. In the Open A Class there was an exciting, fast-paced race with Rick Deane of Aspen coming out on top.

The consensus of opinion was that the track was "terrific" as always.

(Results on page 16)

Start of the combined 100cc A and B moto-cross at Calhan, Colo. From left, Jim Harris, Larry Lippert (who won all 3 motos), Dana Carpenter, Michael Mickensen, Al Davis, Robert Daniels, 12-year-old Tim Richards (who took 3rd), and 2nd place Don Palmgren.

The Texas Scene : CLEAR SPRINGS ROAD RACING PREMIERE



Story and Photos by John Blanton

Two things were new to Texas road racing when practice opened for the third race of the 1968 season. One was the very fine course at Clear Springs A.F.B., which was entertaining its first motorcycle event. The other was rain.

This is not to say that it never rains in Texas nor that Texas races are cancelled in the event of rain. It is just that, in my experience, the god that watches over motorcyclists is especially partial to road racing and has never allowed a rain date to coincide with a race date. On Sunday, the twenty-first of April, he was dozing.

Rain or Shine

The first practicers out in the morning pronounced the track fit for racing, wet or dry. Its surface was very clean, with a texture akin to the business side of a cheese grater, and traction was excellent, except for the spots where very large X's had been painted on the runways, at which places there was a notable lack of tire adhesion. So, as the first races got under way, the word from the referee was, "Don't bank on the yellow paint!"

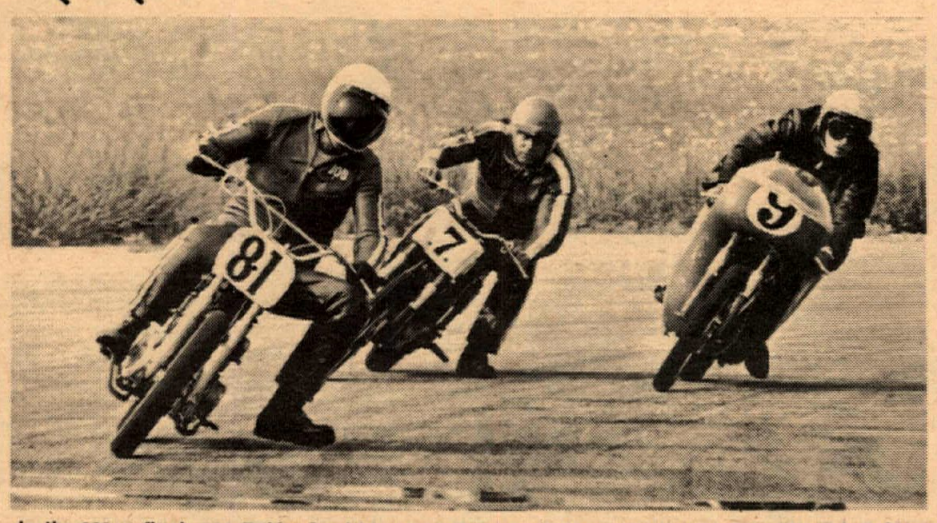
Richard Long's early lead in the 250cc Production race was eaten alive in the 3rd lap by John Moyer's 250 Bultaco, Darryl Hurst's 180 Yamaha and John Beckley's 250 Kawasaki, and that was the order at the end of the 5-lap race.

For the Open Production race, I put down my camera and climbed aboard my street Honda 305 in time to be thoroughly trounced by Bennie Earl Campbell's 500 Suzuki, Bill Ratcliff's 650 Triumph, Rusty Bradley's 350 Yamaha and others. It would have been worse had not Jim Gardner over-done it (as he is prone to do) in the first lap, wherein he got off his 305 Honda at the second turn. His broken shifting lever resulted in one more crash and one high speed scramble in the buttercups before the 5-lap race was over. He thus finished last, behind me.

After running 4th in the first lap of the 100cc Heat Race, Derek Lee's Honda 90 found the yellow paint in the number two turn, and, shortly thereafter, he announced his retirement from racing. Darryl Hurst (Yamaha 100) led all 5 laps, and, when Willard Kelley retired from 2nd place in lap 3, first Bennie Campbell (Suzuki 100), then Edward Green (Suzuki 100) took over this spot. Campbell finished 3rd.

Mike the Kidd

In the 200cc heat race Mike Kidd's 175 Bultaco finally found some competition in the form of Larry Beall's 175 Cimatti, which took the lead briefly during lap 3. But, at the end of the 5th and crucial lap, it was still Mike Kidd, out front, as always. Alan Dye (160 Honda) finished 3rd behind Beall.



In the 200cc final, #81 Bobby Sandridge (160 Honda), #7 Larry Beall (175 Cimatti) and #9 Steve Littlefield (175 Honda) round turn two.

"Land ho!" Rusty Bradley and his 650 Trihead for shore and a soggy victory in the Open Class final.

Mike Cone is the new 3/4-mile drag champion in the 250cc class. After the cavalry-style start of the 250 heat race, he reached for the rest of the 4-lap event – Don Graves (Ducati) followed Mike around, and Leroy Ferry (Ducati), in turn, followed him around.

In the Open Class heat Rusty Bradley led 4 of the 5 laps on his 650 Triumph, the other lap going to Leroy Ferry (750 H-D). And that was the one that counted. Ray Smith brought up 3rd spot on his 650 Triumph.

Mike Kidd was uncontested in the 200cc Final – he led every lap. The most action was between Alan Dye and David Watkins (175 Bridgestone), who swapped 2nd place 4 times during the 7 laps, with Watkins finishing 4th after Steve Littlefield (175 Honda), having lost 3rd to Steve in the last lap.

In the Open Class Final, Bradley, taking a lesson from earlier in the day, led all of the 7 laps over Leroy Ferry's Harley, and, with the absence of Ray Smith's Triumph, Mike Cone took 3rd with his ever-sharp TD1-C. This gave Mike 250cc class honors, 2nd in 250 going to Dan Graves' Ducati.

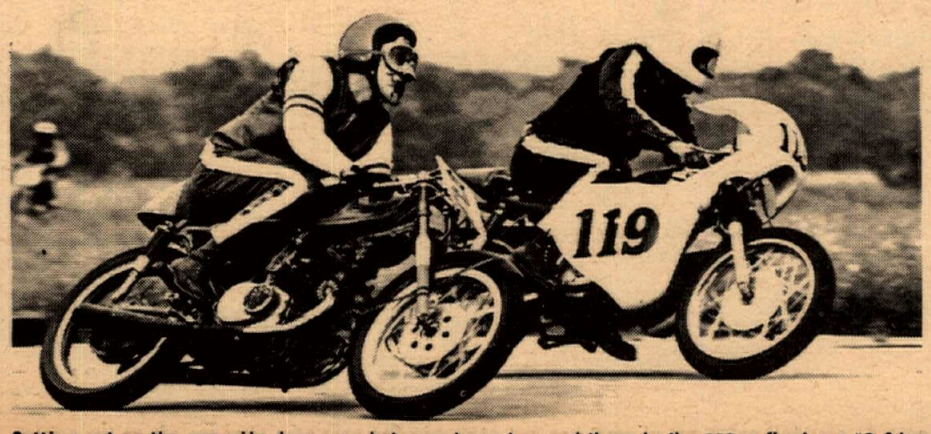
Even though the rains had stopped shortly before actual racing had begun, and the sun had, to a great extent, dried the track, there were still large stands of water remaining on the course during the races. This led to much weaving back and forth on the mile-long back straight in order to miss the puddles and lose as little momentum as possible. And a quick soaking could be readily had by following someone too closely through turn number 3 where huge lakes remained throughout the day. Even so, due in a large part to the texture of the track surface, there were very few spills caused by the wet.

Bench Racing

Reactions to the new course by the bike riders were mixed. Some complained, reasonably, that the course was too fast, favoring speed over rider ability – gains made at great effort in the bends were stolen away on the two very long, fast straights. But most were pleased by the unusually clean condition of the course – there was no loose dirt or gravel to contend with as is the case at the airport course at San Angelo, Texas, and, whereas at San Angelo there is often no definite boundary to the pavement, only a gradual transition from road racing conditions to scrambling conditions as one gets further from the fast line, at Clear Springs there is always a definite edge to the track – giving riders something visible to shoot for when straightening out a fast bend.

The fact that Clear Springs is still a military reservation accounts for the excellent condition of the pavement and grounds. There is no farming in the infield to stir up the dirt. Instead, only bluebonnets, buttercups and clover grow, and, after a rain, when the sun is shining and the air is warm and damp, the perfume from the flowers is overpowering. I cannot imagine a more ideal place to spend a racing afternoon. We can only hope that Southwest Motorcycle Racing Association is able to stage more races there this season.

First turn of the 250cc heat and #111 Mike Cone (Yamaha) leads Kawasaki riders #109 Dan Antilley (hidden by Cone) and #102 Terry Krumm. Close behind are #48 Dan Graves (Ducati), #42 Frank Russell (Yamaha) and #39 Leroy Ferry (Ducati).



Setting out on the one-mile drag race between turns two and three in the 200cc final are #2 Alan Dye, riding a 160 Honda, and #119 David Watkins, astride a 175 Bridgestone.

m/B
TROJAN HORSE
TROJAN SPEEDWAY
APRIL 25, 1968
100cc Jr. Class TT
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GREEVES 250cc T.T. SCRAMBLERS IN STOCK. SAVE $150 if you buy now! Nicholson Motors, 11629 Van Owen, North Hollywood, Calif. (213) 764-8674.

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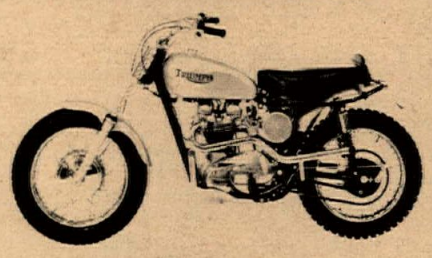

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1967-3/4 360 HUSKY, much better than new with, 2-1/2 & 3-1/2 gal. tanks, 19" or 21" fr. wheel, comp. release, filtron, Metisse bars, Magura controls & 6 sprockets $850.00. Bakersfield Motorcycle, 120 Kentucky, Bakersfield, Calif.

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TRADE: Gilera 125cc frame, swing arm, rear shocks, front wheel 17", gas tank for a Honda 160 rear brake or 18"x2.50" alloy rim. (916) 451-2952.

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HONDA 160 desert ready, fork brace, new front tire, fast (213) 835-6907.

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CLEAN 100cc Hodaka 67 $350.00. Needle bearing rod, single ring racing piston, hot coil, 25mm amal carb., heavy duty clutch, ported, 275 front, 350 K-70 rear tire, steel levers, S.T. I. exp. chamber, scrambler bars, and with all street equip. Ask for Tom (213) 326-3920 or (213) 325-0659.

TRADE 65 Yamaha 250cc for 50 pretty little green ones for 90 or 100cc! First come, first served! (213) EX 8-0161.

HONDA $25, other bargains. Send 50¢ to Motorscooter, B443CN/1837 Harriman, Bend, Oregon 97701.

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TRADE '66 BSA 650 desert ready for 250 two stroke. (714) 892-0997.

305 HONDA set up for T.T. racing. (213) 421-9668.

MECHANIC WANTED

Need good Honda mechanic, plenty of work. Orange County. Orange Honda, 2020 W. Chapman. Orange, Calif. (714) 633-7344.

1966 YAMAHA 80, engine recently rebuilt, two racing cylinders, two high compression heads, two chambers, more racing, extras, best offer over $200.00. After 2:30 call (213) OS 6-0049.

67 GREEVES Scrambler, 250cc, spring fork, new piston, extras $625.00. (714) 867-3172.

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Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

1961 VILLIERS 150cc dirt. Lynwood, 632-3762.

YAMAHA 250, Gyt kit, used, with amal carbs. $75.00. Like new (714) 827-9821

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Expr. required for full line of H-D motorcycles. Good pay, group Ins. Call H-D in Pomona 622-5417.

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OPPORTUNITY FOR YOUNG MAN TO OWN FOR HIMSELF. DEALERSHIP INCLUDES FRANCHISES OF MANY TOP BRANDS. SHOP LOCATED IN LOS ANGELES AREA. CONTACT MOTORCYCLE, 4731 HILARD AVE., LA CANADA, CALIF. 91011. STATE NUMBER WHERE YOU CAN BE REACHED FOR APPOINTMENT.

YAMAHA MECHANIC

Wanted. Top pay, excellent opportunity for advancement. Jenkins Sport Center, 13200 San Antonio, Norwalk, Calif. Tel: 868-9997.

MECHANIC NEEDED. Experienced Honda man interested in living in fabulous Las Vegas, resort atmosphere – year round work. Please write Scootersville, 1001 So. Main, Las Vegas, Nevada.

67 GREEVES MX5 – exceptionally clean. Never raced. $650.00. (213) 884-8512.

65 HODAKA, 96cc, 5 speed, cyl., head, racing clutch, new roller top & bottom, tuned exhaust, K70 & trials, fork brace. $350.00. (805) 947-7326.

YAMAHA 250 Enduro 600 miles, new condition. Call (714) 879-3581.

BUILT CUSTOM TR500 & new Montesa Impala $450. (213) 892-8910.

WANTED – Ceriani or Telso forks for Hodaka. Jeff Charles (213) 248-2452.

'67 CZ – 360cc new top end $800.00. Call (213) 352-4132.

1968 HUSQVARNA 350cc, excellent condition about 10 rides $995.00. (213) 433-1435.

1955 CHEVY Cameo pickup R&H, V-8 stick, 2 new tires, good condition, reliable $525.00. (213) 433-1435.

1967 MONTESA Scorpion dirt bike, excellent condition $425.00. Call (213) 334-8554.

T.T. BARREL for 250 Bultaco, $40.00 (714) 539-3677 Gardena Grove.

TRADE: 66 Honda 160 scrambler in mint condition for fast Bultaco dirt bike – also desert ready Tiger Cub frame 4 sale $100.00. (213) 670-6966.

CYCLE and DUNE Buggy swap meet Agoura Speedway May 19.

SUZUKI TEAM MOTO-CROSS

EX-work TM 250 Scrambler, factory prepared by U.S. Suzuki to win races. Fast & fresh. Complete with spares. Call (714) 629-8642.

NEW YAMAHA APPOINTEES

Announcement has been made of several new appointments at Yamaha International Corp. in the photo above left, Mike Miyaka, new Vice Manager of the Musical Instruments Division, shakes hands with Hiroshi Kawashima, who has replaced Hideto Eguchi as Vice President of Yamaha Int'l in Los Angeles. Mr. Eguchi has been promoted to General Sales Manager of all domestic and international sales. Leon Sturman now advances from Asst. Nat'l Sales Mgr. to National Sales Manager and will act as liaison between Ass't Mgr. Ted Kimura and Vice President, Motorized Products Division, Don Rubin. Terry Tiernan takes over as Ass't Sales Mgr., and Rubin's right-hand man. In the photo, above right, is Roxy Rockwood, now Director of Public Relations. Rockwood, well-known as a motorcycle columnist, announcer and public relations manager for J.C. Agajanian, also served for 15 years as a member of the L.A.P.D., where his assignments including teaching new recruits to ride, writing motorcycle training bulletins and patrolling the Southeast portion of L.A. as a motorcycle officer.

DIST. 37 SPORTS COMMITTEE MEETING FOR MAY

By Maureen Lee

Thirty-one clubs answered to the roll call for the May meeting of the District 37 Sports Committee. With President Ron Sloan in the chair, the meeting was called to order.

Treasurer Bill Adams read a short financial report on the state of the Districts finances and previous minutes were read.

As the Greyhounds had cancelled their Hare Scrambles June 9, the Lost Coyotes asked for the date ot throw a European scrambles. Hinshaw (Buzzards) made the motion this be allowed, seconded by the 4-Aces and was voted upon, passing unanimously. The Desert Phantoms asked about the California Gophers TT scrambles on the same date which they understood had been cancelled. However, no official word has been sent to the District and as there was no Gophers representative present the Phantoms were told to contact the Gophers directly. The Shamrocks have cancelled out on their TT Scrambles at Bay Mare May 19th.

Allen Gibbs of the Viewfinders spoke on their Grand Prix, May 25-26th. The course will be about three-and-a-half to four miles around and they have timed riders on what will probably be the final circuit with a lap time of about six minutes.

Under new business Bob Hayes (4-Aces) took the floor to say that he thought the tech inspection at scrambles was a good idea but that it should be the job of the competition committee not the sponsoring club. He thought too that often it was difficult for riders to find just where the inspection was being held. Discussion followed but no action was taken as several scrambles-throwing clubs including Noble (Orange County) and Ham (Sportsmen) reported they had never had any difficulty with complying with the rule of holding an inspection.

Several minor subjects were discussed including that of keeping the desert clean. Trash is always a problem and not everyone seems to be responsible enough to pick up after themselves. As Vice-President Lynn Wineland pointed out, "Keep our desert clean, it's the only one we have." Wesson (Riverside Bombers) also pointed out that when riding in country areas riders should make sure to close all gates behind them if they have to pass through one. In desert events it's up to the discretion of the host club as to whether they end the whole race when the winner comes through. To make sure riders aren't lax about sending for District numbers when they know they are going to ride District events, Ross (Greyhounds) suggested that the rule of making pie plate riders ride Expert be enforced.

There being no further business, the date board for moto-cross was opened but no new clubs bid for dates, so the calendar for moto-cross for the remainder of the season is: Shamrocks, November 24th; Antelope Ramblers, June 9th; San Bernardino Valley, October 27th; Dirt Diggers, November 11-12th.

EXHAUST NOTES

By Bill Pettigrew

News flash from Modena, Italy relates another unusual and unexpected situation as Mike Hailwood and Jim Redman, both world motorcycle champions, have been under consideration to drive the new Ferrari Formula I cars in this years Grand Prix season in Europe. Ferrari had been away from the racing scene for 13 months due to concentration on new and faster cars and to repair several damaged ones.

Stateside Scene

Back to the stateside scene reveals another smash night at the Ascot oval on last Friday, May 3. Dan Haaby slipped another important win into his pocket as he manuevered the Gary Bray tuned Harley-Davidson on to the main event win. Dwayne Keeter duplicated his last Friday's second with another big 2 spot.

"The guy has guts" and that's my opinion of Tom Roxkwood. Tom was injured the weekend before last in a traffic accident that burned his face and hands rather badly but didn't deter him in the least as he wailed on to another impressive win in the Amateur class Main. I would like to say here it was mentioned that only one lap of the Expert Main was faster than the lap times recorded for the Amateur Main. That lap in the Expert Main was 22.90 while the rest were low 23's, same as the Amateurs.

Skipper Soars

The seemingly unbeatable Skip Van Leeuwen snatched another TT Main event win on Saturday May 4, with a fantastic lead. Skip has the only undefeated line of wins that have not been broken. That's three in a row so far. Keith Mashburn looked as if he was going to snatch another TT win on his new Yamaha single when coming into the south turn into the infield he tangled with Dave Hansen (Kawasaki), the eventual winner, and had to retire with gastank mounts broken and a scrambled trans.

Mighty 17-year-old Mike Lane just about annihilated everyone at the annual Tri-State Championship TT Scrambles in Bakersfield. Mike slid his Yamaha DT1 250 past such notables as Sid Payne, and Ron Pierce to take first place honors.

Evel Leaps Again!

Evel Knievel will jump 13 cars at the Bee Line Drag Strip May 25! Yes, Evel is now taking whirlpool baths every day to help him get back in shape after his accident in Las Vegas on New Year's of this year. Evel will be on ABC's "American Bandstand" with Dick Clark in the morning before the jump on the 25th of May. A&M records also have a new release song titled "Evel, Evel, Evel Knievel" by Eddie Carr and the Navajos.

The word from Europe is the fantastic performance of the Suzuki ridden by Olle Peterson in a recent Championship Moto-Cross. Olle and Suzuki copped a first in one moto and a third in the second and last. When there are two motos run, the win is determined by time and Olle took home second place brass. This is the first great showing of a Japanese cycle in European Moto-Cross.

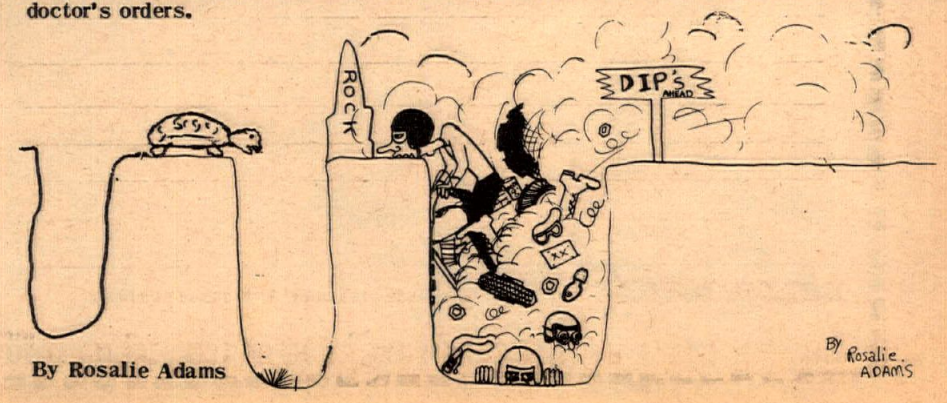
So far there has been no date set for the rainout at the Atlanta, Georgia national. More than likely it will be set for sometime in October, weather permitting.

From 2 Wheels to 4

Joe Leonard, three-time United States Grand National Champion, and John Surtees, three-time World Road Racing Champion, will battle it out at this year's Indianapolis 500-miler for the coveted win at that historic track.

Editor's Note:

Last minute news release from Evel Knievel informs fans that his Bee Line Drag jump over 13 cars, scheduled for May 25, has been postponed until early in June on doctor's orders.



By Rosalie Adams

YAMAHA WINS EVERYWHERE

DT-1 250cc SINGLE ENDURO

with 5 port power

Here's how Yamaha's exclusive 5-port Power benefits you.

With Yamaha's two extra transfer ports, on the back side of the cylinder, each induction charge completely scavenges the state gases from the combustion chamber and spreads the fresh induction mixture throughout the entire cylinder area.

April 28, 1968
250cc Class Winner
NATIONAL CHAMPIONSHIP ENDURO
BOB FUSAN YAMAHA DT-1 250 single

YAMAHA 250 single VICTORIES

TT SCRAMBLES - **May 5, 1968**
Tri-State Championship
1st MIKE LANE DT-1 250 single
(this makes 4 out of 4 for 17 year old Mike)
2nd Sid Payne Bultaco
3rd Ron Pierce – Suzuki

ASCOT PARK - **May 4, 1968**
Novice Trophy Dash
1st KEITH MASHBURN – DT-1 250 single
2nd Eric Olesen – Bultaco
3rd Dave Hansen – Kawasaki
4th Don Castro – Montesa

YAMAHA 250 twin VICTORIES

ROAD RACES **May 5, 1968**
Vaca Valley Raceway–250 GP Class
1st JODY NICHOLAS YAMAHA 250 twin
(Jody set a new track record, aboard his super fast Bill Krause's Yamaha, on the way to wins in both heat and main event)
2nd Ron Grant – Suzuki
3rd Ralph White – Kawasaki

ASCOT PARK - **May.3, 1968**
Novice Main Event
1st KEITH MASHBURN–YAMAHA 250 twin
2nd Dennis Kanagae – Kawasaki
3rd Terry Donaher – Kawasaki

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CYCLE NEWS

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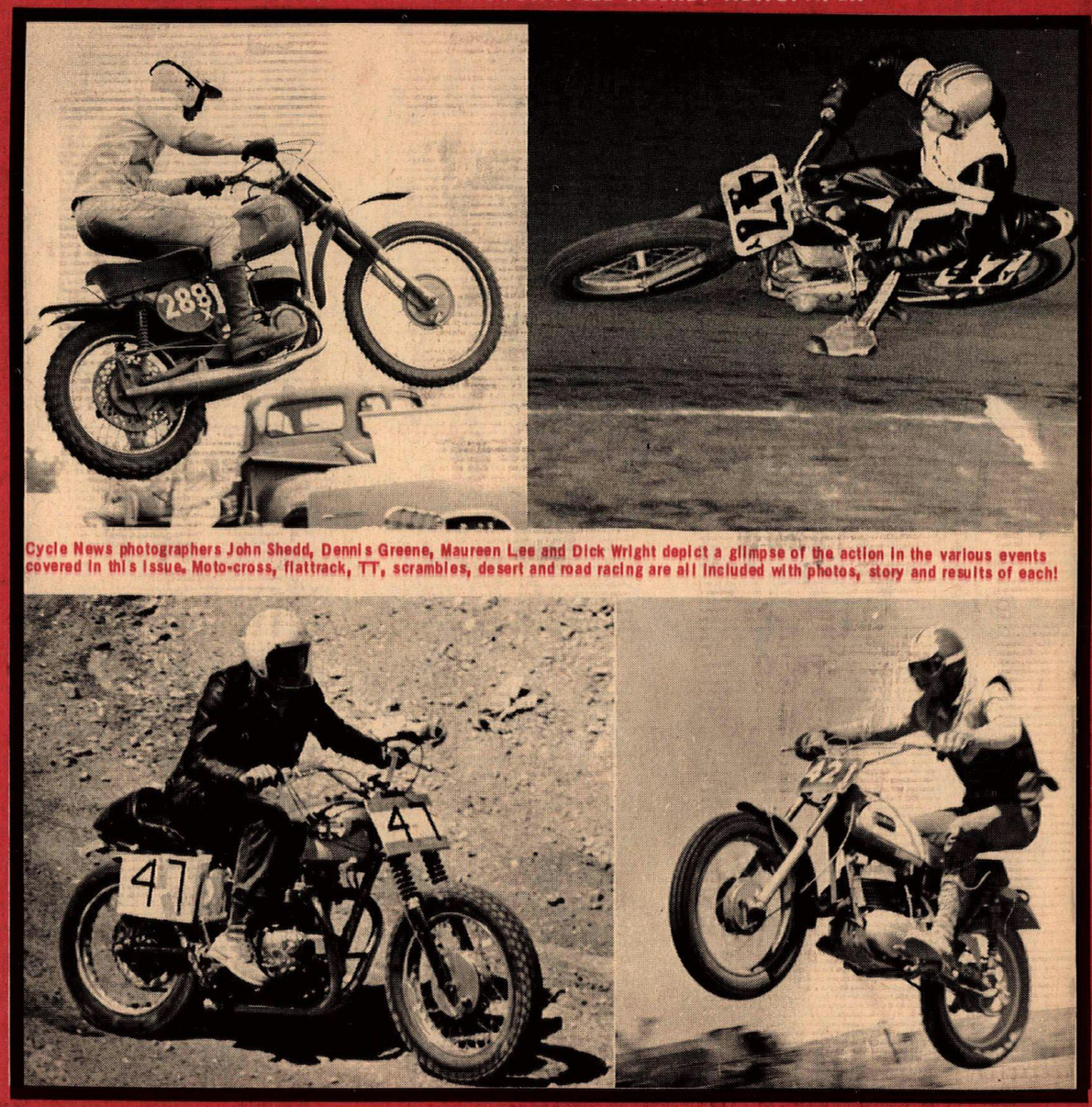

Cycle News photographers John Shedd, Dennis Greene, Maureen Lee and Dick Wright depict a glimpse of the action in the various events covered in this issue. Moto-cross, flattrack, TT, scrambles, desert and road racing are all included with photos, story and results of each!